CONVENTION NUMBER, AUGUST, 1906

THE TEAMSTERS

DEVOTED TO THE INTERESTS OF THOSE ENGAGED IN THE TEAMING INDUSTRY

OFFICIAL MAGAZINE

OF THE

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

1.00 PER YEAR

10 CENTS PER COPY

The SCRIVEN IMPROVED ELASTIC-SEAM DRAWERS.

MADE TO FIT EVERY MAN

Do your drawers chafe or bend?

Do they pinch or tear when you bend over to lift something?

The **Scriven Improved Elastic Seam Drawers** overcome these difficulties.

They are scientifically constructed with an elastic insertion which makes them fit and makes them wear well.

The elastic insertion gives to every movement of the wearer—that 's why they are always comfortable.

Straining does not affect them—that 's why they outwear the other kind.

Made in knee and full lengths in a variety of popular fabrics.

Ask your dealer for your exact size or to procure them for you.

Send for interesting illustrated booklet of styles and prices.

It also contains a comprehensive treatise on Physical Culture for busy business men. It 's Free.

J. A. SCRIVEN COMPANY :: Sole Manufacturers

16-18 EAST FIFTEENTH STREET NEW YORK CITY

INTRODUCTION

THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS was instituted on August 3rd, 1903, in the City of Niagara Falls, N. Y., by the amalgamation and consolidation of all unions throughout United States and Canada, composed of Automobile Chauffeurs, Teamsters and Drivers of all kinds of vehicles. It aims to unite all persons employed in or connected with the industry into one organization, for their mutual benefit and advancement.

It has local branches in every city and town in the United States and Canada of any importance, and in all large cities it has instituted local unions in the subdivisions of the industry. Those local unions have an aggregate membership of over one hundred and twenty-five thousand.

This vast membership must have an official mouthpiece in which all official reports and documents must be published for their benefit, as well as to advocate their cause and defend their interests.

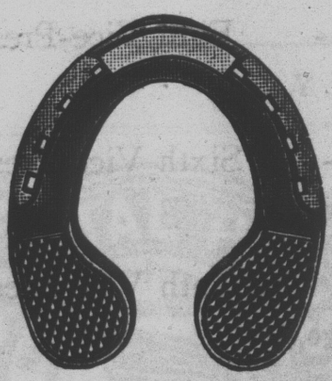
For that reason the International Brotherhood of Teamsters owns, issues and publishes this monthly magazine. It will, therefore, be realized that it is a valuable medium to all desiring to reach this branch of industry.

THOSE WHO USE

Phoenix Horse Shoes

ALWAYS HAVE GOOD LUCK

POWERS' RUBBER HORSE SHOE



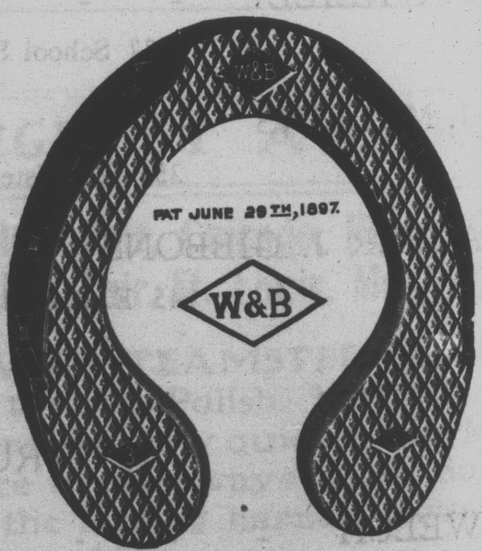
SCIENTIFICALLY CONSTRUCTED
MOST DURABLE
OUTWEARS ALL OTHERS
MUCH PREFERABLE
TO PADS

Factory: 127 Indiana Street, Chicago, Ill.

Reference: Any Horseshoer in Chicago

W. & B. RUBBER PAD HORSE SHOES

LESSEN CONCUSSION. PREVENT SLIPPING. DO NOT HEAT THE HOOF. GOOD FOR SUMMER OR WINTER



The Whitman & Barnes Mfg. Co.

GENERAL SALES OFFICE CHICAGO, ILLINOIS

G. E. Fields, Agent, 84 E. 22d St., Chicago, Ill.

CORNELIUS P. SHEA
of Boston
GENERAL PRESIDENT.

I AM THE

Garment Workers Union Label

LOOK FOR ME WHEN BUYING
OVERALLS, JACKETS AND ALL
OTHER CLOTHING

And if you don't see me sewed on by machine-stitching, don't buy

THOMAS L. HUGHES

of Chicago

GENERAL SECRETARY-TREASURER.

TELEPHONE 2987 MORNINGSIDE

John C. Rodgers
CONTRACTOR
1909 Amsterdam Avenue
NEW YORK

John Deere Plow Co.

WHOLESALE

Implements and Vehicles

Indianapolis, - Indiana

ELI KINDIG

3915-25 MARKET ST.

PHILADELPHIA, PA.

THE BEST

Horses and Mules

OF ALL CLASSES

CONSTANTLY ON HAND

SPECIALTY

Kentucky Coach, Road and Saddlers

D. P. S. NICHOLS CO.

AUCTIONEERS

Broad Street Horse and Carriage Bazaar

306 to 320 NORTH BROAD STREET

1400 to 1414 WOOD STREET (Broad and Wood Streets)

PHILADELPHIA

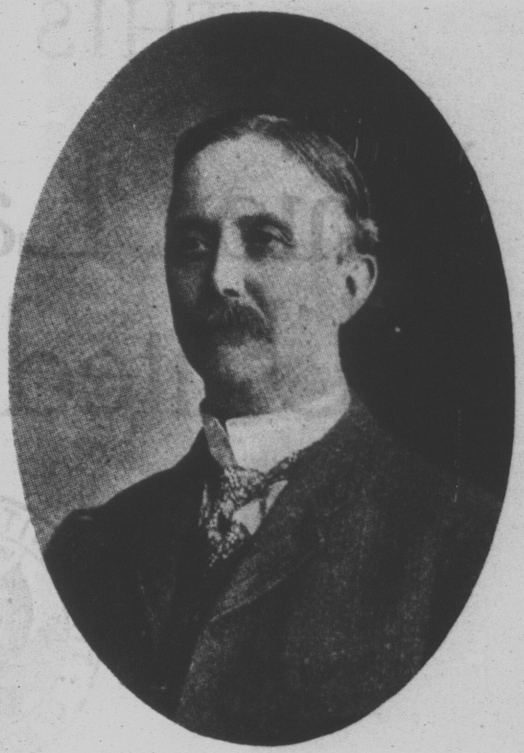
Public Sales every MONDAY and THURSDAY at 9:30 o'clock A. M.

Liberal Advances Made on Consignments.

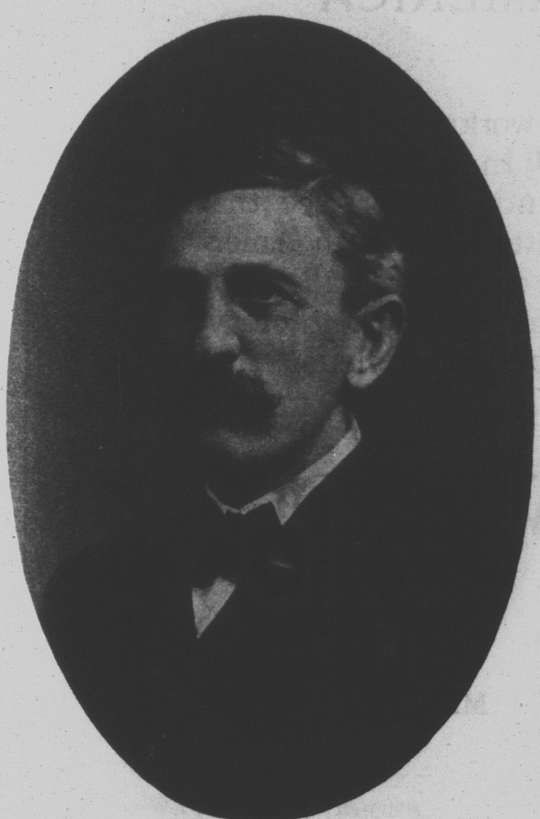
Large Assortment of FIRST-CLASS HORSES, CARRIAGES and HARNESS at PRIVATE SALE

MEMBERS OF GENERAL EXECUTIVE COUNCIL.

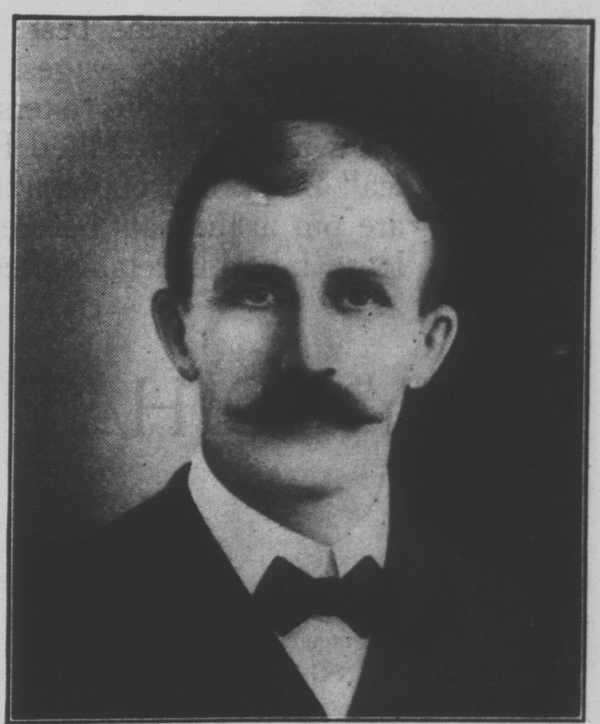
DENNIS CRANE,
First Vice-President, Brooklyn, N. Y.



HUGH M'GEE,
Second Vice-President, Chicago, Ill.



ALEX. DIJEAU,
Third Vice-President, San Francisco, Cal.



GEO. GOLDEN,
Fourth Vice-President, Chicago, Ill.

THIS IS THE

Union Label of the United Hatters

OF NORTH AMERICA

¶ It represents the best in workmanship, honest labor and living wages. ¶ In order not to be deceived by counterfeiters and imitators see that the words "The United Hatters of North America" are printed between the circles. As all labels are put in the hats before they leave the factory, loose labels in retail stores are counterfeits

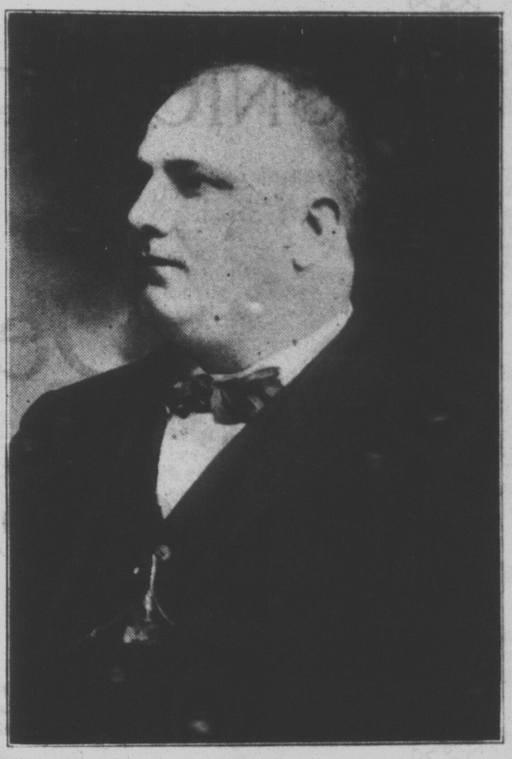
BUY NO HAT WITHOUT IT

JOHN A. MOFFITT, President
24 Lincoln Place
ORANGE, N. J.

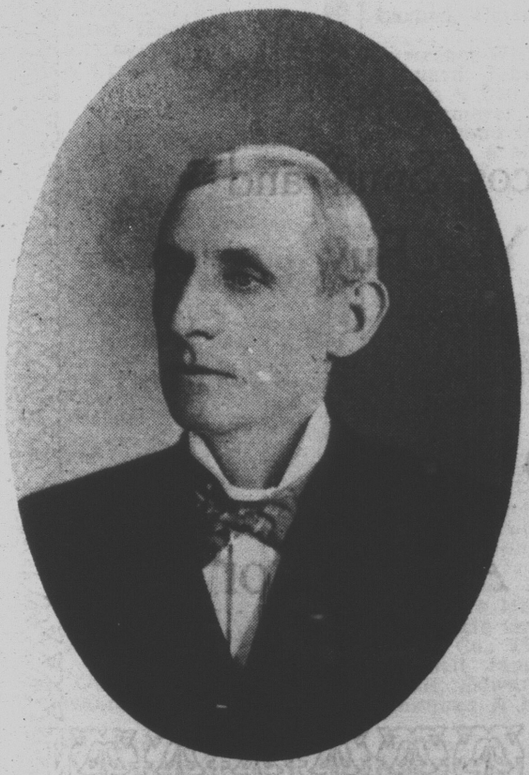
MARTIN LAWLOR, Secretary
11 Waverly Place
NEW YORK

MEMBERS OF GENERAL EXECUTIVE COUNCIL

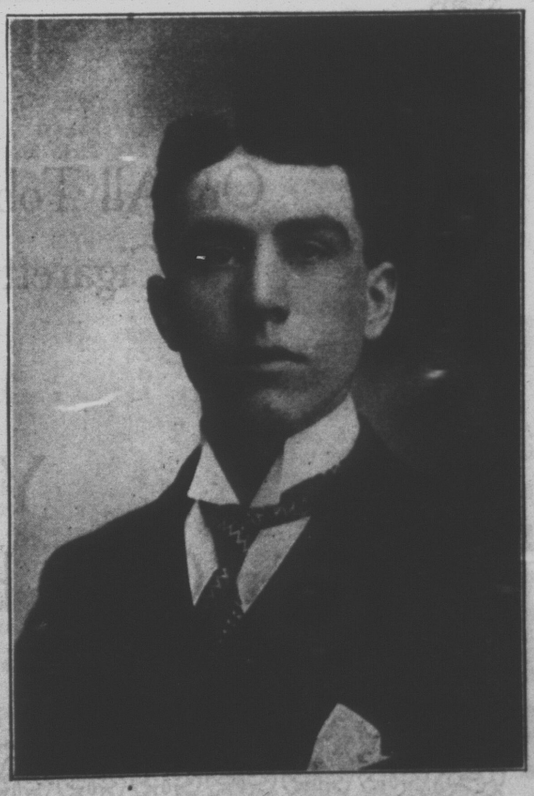
C. F. O'NEIL,
Fifth Vice-President, Buffalo, N. Y.



E. J. MULLINS,
Sixth Vice-President, Chicago, Ill.



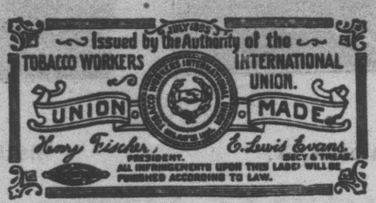
WALTER J. GIBBONS,
Seventh Vice-President, Chicago, Ill.



GEO. W. BRIGGS,
General Auditor, Chicago, Ill.

UNION TEAMSTERS!

Demand
The Blue Label



On All Tobaccos, Snuff and Cigarettes You Buy

YOU
Can Get It by Asking for It

INDEX TO ADVERTISEMENTS

A

	Page
American Ice Co.	71
Ardrey Vehicle Washer Co., The	66

B

	Page
Barry, P.	55
Beakes Dairy Co.	71
Bergdoll Brewing Company's Beer, The Louis	Third Cover
Berns Veterinary Hospital, The	50
Bernheimer & Schwartz, Pilsener Brewing Co.	54
Berry Brothers	46
Borden's Condensed Milk Co.	71
Boston Suburban Express and Parcel Co.	Third Cover
Boyce & Co., W. G.	59
Brady, Michael J.	52
Breen, Wm. H.	65
Brown, M.	51

C

	Page
Callahan, John	57
Campbell & Co., Jas. B.	65
Campbell, F.	61
Campbell, Thos.	56
Canavan, James	62
Canavan, John	62
Carroll, James	57
Carroll, J. C.	59
Casey, P.	56
Cavanagh, M. J.	58
Cheltenham Press	67
Chicago Glove and Mitten Co.	68
Cigar Makers' Label	63
Cleveland & Whitehill Co.	1
Class & Nachod Brewing Co., The	54
Clover Farms Co.	72
Coe & Brandt	53
Conroy Bros.	58
Consolidated Hoof Pad Co.	64
Corrigan, Charles	51
Cutter & Crossette	68

D

	Page
Dalsimer	51
Daly, John	51
Daly, Owen J.	61
Deere Plow Co., John	12
Dempsey, John	62
Dempsey, Timothy	56
Detroit Leather Specialty Co.	Second Cover
Devoe, Chas.	62
Devoe & Co., F. W.	50
Donnelly, Henry J.	55
Doris, P.	61
Dreitlein & Fischer, A. & E.	60
Dunn, John F.	56
Dunn, Michael	51
Duro	68
Dyer Axle Lock Nut Co.	47

E

	Page
Eagle Wagon Works, The	6

F

	Page
Ferster, J. H.	49
Finck & Co., W. M.	48
Fitzgerald, Jerry	58
Fallon, John J.	58
Fallon, Owen	59
Fleischmann's Compressed Yeast	2
Fond du Lac Awning & Tent Co.	68
Frankenfield Sons, S. P.	54
Frazer Lubricator Co.	66

G

	Page
Gallon, Thomas J.	59
Gladding Oil Co.	53

H

	Page
H. & W. Co.	53
Haas, Charles	52
Hahn Manufacturing Co.	69
Halkett Co., Wm. G.	49
Henderson & Co., Robert	49
Herkness & Co., Alfred M.	53
Herlihy, D.	63
Heverin, John	61
Hollywood Hotel	54
Howell Condensed Milk and Cream Co.	72

I

	Page
Ide Bros.	53
Illinois Carriage Lamp Co., The	68
Illinois Watch Co.	70
Independent Salt Co.	65
Indianapolis Brewing Co., The	64
Ingersoll Co., Horace	64
Int'l United Brotherhood of Leather Workers on Horse Goods	18

J

	Page
Johnson & Hayes	51
Judson, Carl A.	50

K

	Page
Keahon, P. H.	51
Keenan, P.	51
Kelly, Frank	60
Kelly, John	59
Kiernan, P.	60
Killcommons, Thos.	58
Kindig, Eli	12
Kirkegard, Niels	55

L

	Page
Larned, Carter & Co.	Fourth Cover
Lawrence-Williams Co., The	45
Leonard, John	52
Lewin & Son, A.	70
Lindenmeyer & Sons, Henry	53
Lion Brand Condensed Milk	71
Loughlin & McNally	61
Lubeck, C.	55
Lutz, Theodore F.	52

Mc

	Page
McCarthy, J. F.	56
McCourt, P. J.	57
McEvers Bros.	47
McGowan, James	56
McGrath, John	58
McLaughlin & Co., W. T.	46
McNichol & Bro., James L.	46

M

	Page
Manahan, J. P.	62
Mangan, Thomas F.	55
Marquardt, William	53
Masiello, Angelo	59
Masury & Son, John W.	50
Maxwell, John	62
May, J.	61
Mayer, Geo. J.	64
Meagher's Manhattan Hotel	54
Mica Axle Grease	3
Miller Co., The Frank	50
Mitchell, James	57
Moffit, Edward	55
Moseman & Bro., C. M.	Second Cover
Mullane, J.	57
Munz, J.	62
Murphy, P. H.	60
Mutual Milk & Cream Co.	72

N

	Page
Natural Food Company, The	3
New York Horse Manure Transportation Co.	52
Nichols Co., D. P. S.	12
Noone, R.	55
N. Y. B. D. M. Co.	58

O

	Page
O'Brien, James F.	57
O'Connell, J.	57
O'Connell, John	63
Ober, A.	60
Octigan, T. C.	47
Oliver Mfg. Co.	70
Orange County Milk Association	72

P

	Page
Perry & Reid	59
Peters, John	60
Peters, Michael	61
Philadelphia Transfer, The	66
Phoenix Horse Shoes	8
Pierce, Co., The Geo. N.	67
Powers Rubber Horse Shoe	8
Pratt's Food	50

Q

	Page
Quinlivan, Michael	56

R

	Page
Ranghell & Co., Joseph	60
Raven & Co., L. A.	47
Reilly, Bernard	54
Rhode Island Perkins Horse Shoe Co.	64
Riordan, B.	59
Robinson, A.	56
Rodgers, John C.	12
Rooney, John	62
Rubberhide Company	68
Ruddy, William F.	60

S

	Page
Scriven Co., J. A.	4
Sharpe, W. M.	64
Sheridan & Lawrence	58
Slingerland & Co.	64
Smith-Worthington Co., The	63
Standard Table Oil Cloth Co.	1
Steinway & Sons	70
Stodola, J.	65
Storey, Joseph	57
Sullivan, James	58

T

	Page
Thirty-ninth Street Brooklyn Ferry	69
Thorndale Farms	72
Tobacco Workers' Label	16

U

	Page
Union Burial Association	45
United Garment Workers	10
United Gas Improvement Co., The	66
United Hatters of North America	14
U. S. Metal Polish	6

W

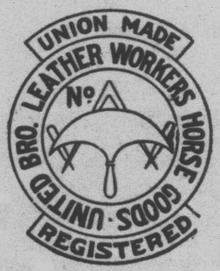
	Page
Wallace, Wm	55
Ward, George H.	52
Wares, C.	61
Watson Dumping Wagons.	6
Whitman & Barnes Mfg. Co.	8
Winklemeyer, J.	52
Winslow's Soothing Syrup, Mrs.	65
Wisconsin Lime and Cement Co.	47

Discriminate Against Convict and Non-Union Made Harness and Saddlery

Teamsters, Team Owners, and All Consumers of Leather Horse Goods, Take Notice!

The "Union Label" of the Brotherhood has been changed to a stamp. The products of our members will be designated and marked by a Union Stamp of the following design:

Ask for the Union Stamp



Stamped on
Conspicuous Parts of Harness
Saddles, Horse Collars,
Etc.

ALL UNION SHOPS DISPLAY AN ENLARGED SIZE OF THE FOLLOWING CUT OF SHOP CARD:

This is to Certify that work in this Shop is made under
FAIR CONDITIONS by FIRST-CLASS COMPETENT UNION workmen.
in accordance with the rules of the
INTERNATIONAL UNITED BROTHERHOOD OF
LEATHER WORKERS ON HORSE GOODS.
UNION SHOP
We therefore recommend this SHOP to the
Patronage of all Issued by authority of
and subject to revocation by the
INTERNATIONAL UNITED BROTHERHOOD OF
LEATHER WORKERS ON HORSE GOODS.

THE UNION SHOP STANDS FOR

Good Conditions,
Competent Workmen,
vs.
Contract
and Convict Labor,
Degraded Manhood and
Misfit Workmen.

Fair Play,
Legitimate Business and
Good Work,
vs.
Autocracy, Greed and
Inferior Work.

DON'T DISGRACE YOUR HORSE WITH NON-UNION HARNESS

THE TEAMSTERS

Official Organ of the International Brotherhood of Teamsters

Volume III Number 10
August, 1906

THE TEAMSTERS

Office of Publication, 147 East Market St. Indianapolis, Indiana

Entered as second-class matter, February 23, 1906, at the Post Office at Indianapolis, Ind., under the Act of Congress of March 3, 1879.

SUBSCRIPTION RATES

Per Annum ....$1.00 | Single Copies 10 cents
(All orders payable in advance.)

ADVERTISING RATES

Furnished on application to Advertising Manager, Room 55, No. 25 Third Ave., New York City, N. Y.

Correspondents writing matter for the magazine should write on one side of paper only, and separate from all other business. Address all communications to International Brotherhood of Teamsters, Cornelius P. Shea, President and Editor. 147 East Market St., Indianapolis, Ind.

Published monthly by the International Brotherhood of Teamsters, under the supervision of the General Executive Board.

GENERAL EXECUTIVE BOARD

General President, CORNELIUS P. SHEA, 147 E. Market St., Indianapolis, Ind.
General Secretary - Treasurer, THOS. L. HUGHES, 147 E. Market St., Indianapolis, Ind.
First Vice-President, DENNIS CRANE, 319 Rodney St., Brooklyn, N. Y.
Second Vice-President, HUGH McGEE, 93 Fifth Ave., Chicago, Ill.
Third Vice-President, ALEX. DIJEAU, 2511 Sacramento St., San Francisco Cal.
Fourth Vice-President, GEORGE GOLDEN, 834 Root St., Chicago, Ill.
Fifth Vice-President, C. F. O'NEILL, 37 School St., Buffalo, N. Y.
Sixth Vice-President, E. J. MULLINS, 255 South Halsted St., Chicago. Ill.
Seventh Vice-President, WALTER J. GIBBONS, 145 E. Randolph St., Chicago, Ill.
Auditor, GEO. W. BRIGGS.

TRUSTEES

J. WELCH, 2232 Felicity St., New Orleans.
JOHN GEARY, 1003 Beech St., St. Paul, Minn.

OUR ORGANIZATION.

There is very little record of the teamsters' local organizations that were in existence prior to 1899. The teamsters of Chicago had what they called the old Chicago Local Union No. 1, a conglomeration of all crafts of teamsters, but this local went out of existence about the time of the American railway union's strike in 1894. Detroit had several local organizations, the most successful of which was that of the truck drivers. Boston had a teamsters' organization which at one time was affiliated with the Knights of Labor.

It can safely be said, however, that not one of the organizations in the cities mentioned were in any way successful other than their success in forming the union and the good derived from holding meetings and friendly intercourse between the teamsters. There were undoubtedly organizations formed in other cities, but we have no record of them.

At the Kansas City convention of the American Federation of Labor in 1898, the convention decided to issue a charter to the then affiliated local unions of teamsters, to be known as

the Team Drivers' International Union. This charter was issued on January 25, 1899, and eight local unions founded the Team Drivers' International Union. The American Federation of Labor ordered all affiliated teamsters' organizations to attach themselves to the new International Union.

JOHN GEARY,
International Trustee I. B. of T.

This Union admitted to membership men who owned from one to five teams, and the formation of local unions began to take place rapidly in the several towns and cities throughout the country. They were composed mostly, however, of men who owned from one to five teams. Things went along in this shape until the Chicago convention took place in September, 1901, at which convention dissension arose regarding the admission of employers in the Team Drivers' International Union. The delegates representing the Chicago teamsters' organization protested vigorously against that clause in the constitution and wished to have it eliminated. In that convention another source of dissension was the arbitrary act of raising the per capita from 5 to 25 cents without any notice being given the local union, with the result that in the early part of 1902 Chicago's local unions severed their connection with the Team Drivers' International Union and proceeded at once to form a national organization to be composed of drivers, or those who owned and drove but one team. The success of the organization was phenomenal, some twenty-five or thirty thousand teamsters coming together within four or five months.

This was largely due to a strike which the packing house teamsters of that city had won against the combined meat trust which had head-

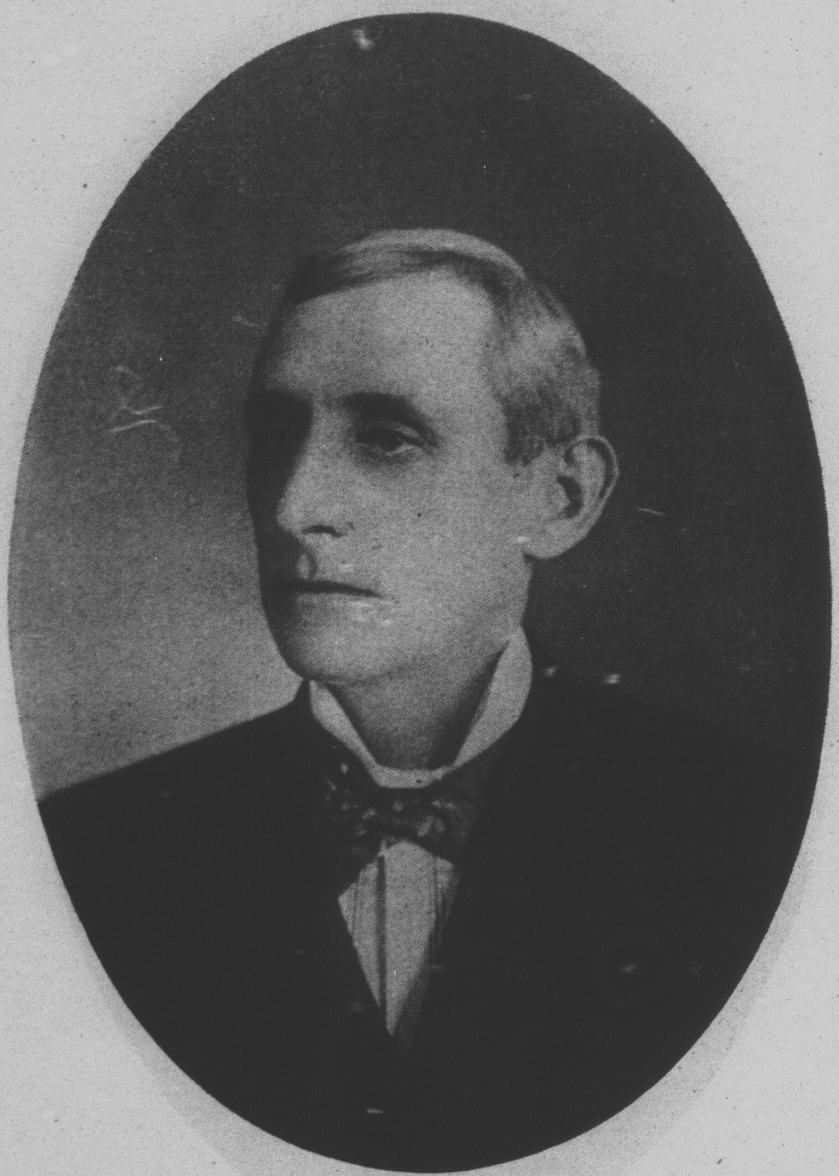
quarters in Chicago. The men formed their union and were forced, through the employers refusing to consider their demands, to go out upon a strike, and after a vigorous battle the teamsters were victorious. This brought to the attention of the unorganized teamsters in that city the fact that the power of the Teamsters' union was such as would enable it to secure for its members reasonable working hours and increase in wages, with the result that all classes of teamsters joined the local union of their craft and brought about a very successful organization.

Some of the members of the local unions in that city are the best-paid in the world, notable among them being the bottle and keg beer wagon drivers, coal teamsters and newspaper drivers. After several years' of rivalry between the two organizations —the Team Drivers' International Union and the Teamsters' National Union — at the convention of the American Federation of Labor, held in New Orleans in the fall of 1902, a committee was appointed, composed of John Moffitt of the United Hatters of America, W. D. Ryan of the United Mine Workers and Dennis Mulcahy of the Amalgamated Wood Workers to act as a commission to bring about a satisfactory understanding between both organizations for the purpose of amalgamating. Due to their efforts both organizations met at Niagara Falls in August, 1903, and after several weeks of negotiations and meetings the International Brotherhood of Teamsters was formed upon the lines originally advocated by a number of the delegates in the Chi-

JAMES WELCH,
International Trustee I. B. of T.

cago convention, viz., that of allowing no one to become a member except those who work driving a team for wages, or those who owned and operated but one team.

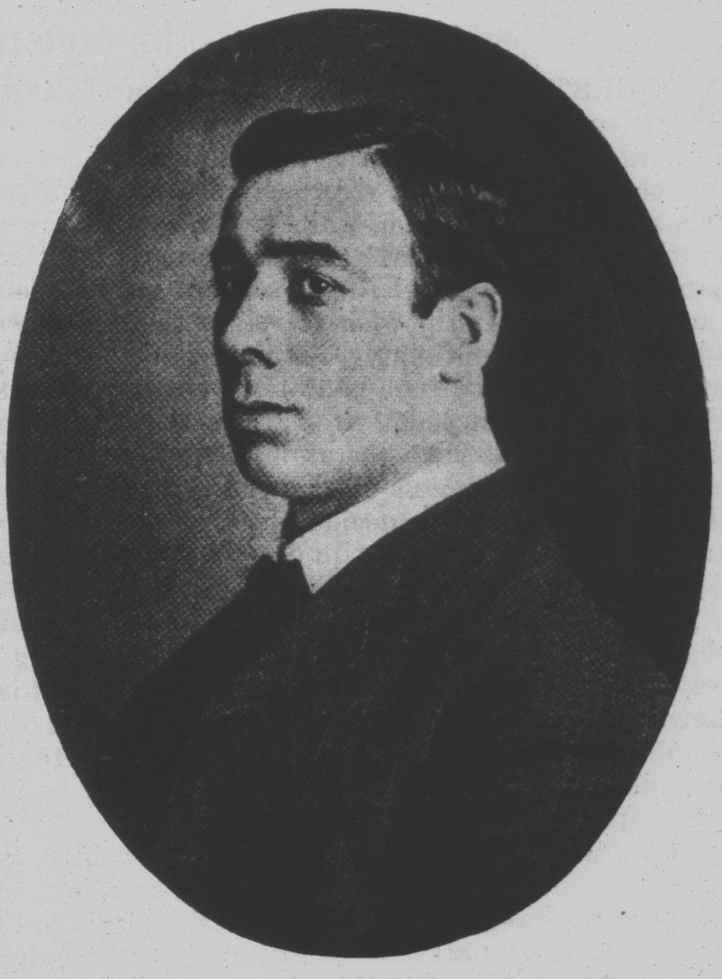
We can say, without exception, that prior to organizing, the teamsters in all sections of the country worked longer hours at a lower rate of wages than was paid any other class of labor. With no organization to protect their interest they were looked upon as men not worthy to make any effort to organize or better their conditions. After the formation of the teamsters' organization in the various cities and towns where they are organized working conditions have been greatly changed for the better, with the result that both the team owner and the teamster have been benefited. The team owner realizes that in reducing the hours of labor for the teamster it has benefitted him, as it makes it possible for him to have his team in the barn within reasonable hours, and, further, where a proper organization exists it means that all team owners are on an equal competitive basis as regards the employment of labor, which is a factor in their industry, doing away with the man who, by securing under-paid labor, is able to undermine the team owner who was desirous of being fair. Although it is true that some of the unions have met with greater success than others, conditions surrounding the local union ofttimes make it a hard, uphill job to secure conditions for the members. In other cities our unions have been successful beyond expectation, and are now recognized as bulwarks of the trade union movement in the localities in which they are situated. We have coal teamsters in Brockton, for instance, who have established the eight-hour day; our Local Union No. 112, Lumber Teamsters of Boston, are enjoy-



WALTER J. GIBBONS.
President Joint Council, Chicago.

ing a half holiday Saturday the year around with pay for every day in the week. The lumber teamsters have also recently through a three years' contract secured a nine-hour day for four months for the first year, eight months for the second year and gradually bringing it into all time for the third year. Taking into consideration that they receive weekly instead of daily pay, pay for all holidays, two or three dollars increase over that paid before organizing, it means that the lumber teamsters through organization have increased their income almost 50 per cent. The same applies to the coal teamsters of Boston and Chicago, and in cities and towns too numerous to mention, benefits of a like character have been secured for the members.

Despite the fact that we are practically an infant in the trade union movement our organization has gone ahead with strides. Oppression and hatred by the employers have never been successful in disrupting or retarding the progress of our organization. Only through internal dissensions, which are bound to come up in new organizations, because of the desire of certain men to hold office and wish to dictate, has any inroad been made upon our success, but despite these unfortunate affairs, the organization is still growing and continues to render efficient service to those within its ranks and also to those who may join because of their desire to better their conditions. No organization's members have been more greatly benefited or been paid more loyally than those belonging to the International Brotherhood of Teamsters, and there are no trade unionists in the country who are more loyal to the cause than the members of the International Brotherhood of Teamsters. Whenever the teamsters have been called upon to render assistance, either morally or financially, to the trade union movement, they have willingly and readily responded. There is no question but that this fact is recognized and appreciated by the great majority of the organizations throughout the country.



WM. KELLEY,
Secretary Joint Council, Chicago.

The American Federation of Labor and its organizers have done much to assist us. Wherever possible for them to advance the interest of the organization they have been willing to do so and a general feeling of good will

(Concluded on Page 41.)

EDITORIAL

A QUESTION TO BE CONSIDERED.

A QUESTION which should receive careful attention at the hands of the delegates to the next convention is the one concerning the jurisdiction of our organization as regards the admission of members. In the larger cities the local unions protest vigorously against admitting to membership men who own more than one team, while in the smaller towns you will find it advocated by the local unions that some of the most loyal and best members of the organization are those who have secured means enough to buy two, or perhaps three, teams and still wish to retain their membership in the union and are willing to work untiringly for its benefit. The question is openly advocated by the local where such conditions prevail, that the local unions themselves should be the best judge as to whom they shall admit to membership, that is, that they should have the right to decide whether or not a man who owns more than one team should be a member of the organization or not and that the question should be decided by the local union without interference by the International body, except in cases where the admission of a man might prove detrimental to the best interest of the organization as a whole.

There are some reasons for upholding this view, and while not wishing to change our laws in any particular or do anything which would injure in any way the interest of any one of our local unions, it is but just that we give some consideration to the claims of others, and all delegates to this convention should give serious thought to this phase of the jurisdictional question and consider well the claims of all so that we may be in a position to know exactly the sentiment of the organization.

Another point which we must consider well in this convention is the action of the brewery workers, bakers and other national organizations who are endeavoring to extend their jurisdiction so that it may include the drivers in their particular industry. Is it reasonable to suppose that a man who holds a drivers' card in his possession issued by an international union composed entirely of team drivers affiliated with the American Federation of Labor should not have the backing of the entire trade union movement and not be compelled to pay a new initiation fee into some other organization just because he was compelled to change the nature of the goods he was transporting by his team. It is not just or reasonable and is one of the drawbacks to our organization in various industrial centers.

By threats of strike, withholding of labels, etc., the United Brewery Workmen have seen fit to coerce our members into leaving the Teamsters' Union and joining the United Brewery Workmen. This is not as it should be. The brewery workmen have received the full support of the entire labor movement where their label is concerned and in every case where the employ-

ers have refused to consider their just demands, organized labor has placed the employer upon the "We don't patronize" list, with the result that in all cases the brewery workmen have been victorious.

This is the power of the organized labor movement, but still when the organized workers through their representatives at a convention gathering of the parent organization decides upon a policy, the brewery workmen refuse to follow out a decision arrived at by the majority of the representatives of the labor movement, or, in other words, they want the assistance of the movement in time of trouble, but have no wish to pay any heed themselves in time of peace.

This is not as it should be and our convention should take some steps to enforce the decision of the American Federation of Labor. The teamsters have the right to belong to the teamsters' organization without threats or coercion from the United Brewery Workmen or others.

THE Street Railway Company of Detroit, Mich., by virtue of the power of corporations have seen fit to violate the franchise granted them by the citizens of that city, through their representatives in the council, by doing the work which rightfully belongs to the Teamsters; that is, carting away the refuse and dirt from the streets which are about to be paved.

At the suggestion of Brother Edward Smith, business agent of Local Union No. 24, called a meeting of the Joint Council of Teamsters and the team owners for the purpose of protesting against the action of the street railway company. The meeting was attended by the delegates to the Joint Council and presided over by President Clark. The General President of the I. B. of T., together with Vice-President O'Neill, was present and spoke, with the result that there is now organized in Detroit a Team Owners' Association, with the bright prospect of said association working in harmony with the Team Drivers' Union for the purpose of advancing the interest of the craft in general.

Brother Smith is working industriously endeavoring to secure for the teamsters and team owners what rightfully belongs to them, and the officers of the International Union will assist them in every possible way.

COLORED TEAMSTERS.

DURING the strike of the teamsters in Chicago in 1905 it was evident to all that the great majority of the strike breakers brought into that city were ex-colored teamsters from the South, and, while not knowing the streets of Chicago or being accustomed to the wagons or riggings of that city, they were used in an emergency to fill the places vacated by the strikers. Realizing this, the general office, during the past year, has been making an effort to organize the colored teamsters of the South, as a preventive against their leaving that section of the country to be exported by the employers on every occasion when necessity requires them to secure teamsters on a hurry up call to fill strikers' places, with the result that in Louisville, Ky., we have a great many of the colored teamsters organized, likewise in New Orleans and several other southern points. It has been demonstrated to our satisfaction that when these men know the benefits to be derived from organization and when they realize what the trade union movement means, they are just as loyal members

as any. Our experience during the past year has been that with a little education along the trade union lines that the colored drivers of the South can be organized into powerful local unions; that such local unions will be the means of advancing their welfare, and act as a preventive against their leaving their homes for the purpose of taking the places of strikers in other cities.

If no effort is made to organize these men and they are left to the mercy of unscrupulous employers, whose only aim is to maintain class hatred for the purpose of using one portion of workmen against the other, it is not reasonable to suppose that these men will voluntarily refuse to take our places in time of trouble, but by making an effort to organize them, showing them what organization will do for them and advancing reasons why they should not take the places vacated by other drivers, there can be no question but that the colored teamsters of the South will become as much of a power in their locality as the drivers in all other cities where they are organized.

A GREAT many of the smaller local unions have acted favorably upon the proposition of having a death benefit paid from the International treasury. We are continuously receiving complaints from locals that after contracts have been signed by the employers that the members become lax in their duties by non-attendance at meetings and carelessness in paying their dues and assessments to the local organization.

Perhaps the death benefit feature will have a tendency to do away with such actions on the part of our membership. Men join a trade union to endeavor to better their wages and shorten their hours, and after having secured these, if there is nothing else to offer they become lax in their duties to the organization. With the knowledge that the organization intends to do something further than secure shorter hours and increase in wages, it is reasonable to suppose that they will take greater interest in the affairs of their local union.

At any rate it is a worthy object to create a death benefit fund and one that every teamster in America should vote in favor of. It is always well to provide a little for those we leave behind, and we feel safe in saying that the I. B. of T. can pay a death benefit to its members, which is in reality an insurance, and at a much cheaper rate than is given by the insurance companies. For that reason such a proposition should meet with favor in the coming convention.

THE president of the National Team Owners' Association, in his address in the convention of team owners, held in New York City June 11, advocated doing business with the unions only when they had cash in the treasury and are incorporated.

This leads one to believe that Mr. Knight is of the opinion that organizations composed of those engaged in any particular industry should incorporate under State laws.

Begin with the team owners, Mr. Knight, and set the good example by having your own association incorporated. You are doing what the teamsters' are striving to do, viz., better their conditions, and if it is a good thing for the drivers' organization to incorporate, why do you not show them the practical results of incorporation by having your own association incorporate and see whether or not they hold to their contract with labor unions any better because of such incorporation than they do in their present state?

WHAT the statistician of the department of labor of New York has to say concerning immigration and importation of cheap labor:

The strike of the brickmakers of the Hudson Valley was not of long duration, but it involved the calling out of the State militia, and joined with other recent events in the industrial world, brought up the policy of encouraging or discouraging the importation of "cheap labor." Men who can furnish muscular energy but can not assume the responsibilities of citizenship might be "cheap" from the point of view of the individual employer, were not the employer also a taxpayer who, with the other property owners of tho community, must foot the bills for the police, the courts, the hospitals and the military forces that are needed for general protection from the disorderly acts of a class of burden bearers unaccustomed to the American standards of life. In place of citizens who reverence and respect the laws are found laborers who obey the law out of fear. The inevitable consequence of this substitution of force for reason is exemplified in an armed State constabulary such as one American commonwealth, contrary to all the traditions of the country, has already established. Recent revelations of conditions in the meat packing industry have served to emphasize the fact that cheap labor and brutalizing conditions are found side by side, and the further fact that a fair wage, as understood in this country, will bring into any occupation, otherwise unattractive, a class of intelligent, clean and efficient workmen who will not tolerate unsanitary conditions. The force of the argument against "cheap" labor has been recognized by Congress in the enactment of a new immigration law, which provides for the exclusion of illiterate adults and for other restrictions in addition to the existing ones. In the first quarter of the year 207,594 alien immigrants were admitted at the port of New York—a number equivalent to the population of Rochester, and a city like Newburgh or Jamestown—and 81,171 of these were destined to the State of New York, a number in excess of the population of the city of Troy. No fewer than 53,567 of the immigrants, fourteen years old or over, were unable to read or write. Under the proposed educational test only such of these illiterates as are dependent members of a family would be admitted.

IF there is a sore head, dissenter, ex-scab or man who is desirous of disrupting and tearing down the work done by the local union, whom you miss from your meetings for a night or two you can make sure that he is in conference with the Industrial Workers, as they are now getting together a conglomeration of men for the purpose of making a little hubbub and endeavoring to intimidate the officers of national and international unions by advocating a policy to wipe off the earth all organizations except those who follow the lead of the two ex-members of trade organization—Sherman and Trautman.

The last edition of the cigar makers' official journal contains an article which says among other things that the flea was created for the purpose of reminding the dog that he was a dog, and we presume that this is exactly the position occupied by Sherman and Trautman, and their only mission in life.

ON another page under the heading, "Concerning our Finances," will be found an article written by Geo. W. Perkins, president of the Cigar Makers' International Union. It is worthy of careful perusal by every member of the International Brotherhood of Teamsters. It shows to what extent a trade union may be of assistance to its members, caring for and advancing their interests while living and insuring benefits to those they leave behind after death.

Manufacturers, Citizens' Alliances, Industrial Workers, and all other union haters combined can not show such a record of assistance to American workmen. Members of such an organization have reason to feel proud of what they have accomplished and the strides they are making toward better things in the future.

THE editor of the Team Owners' Review, a paper published in Pittsburg by a reporter, takes pleasure in abusing the International Brotherhood of Teamsters and its affiliated local unions on every occasion. They are now engaged in taking a "rap" at Local No. 25 of Boston for having demanded a closed-shop agreement from their employers, a thing which they have a perfect right to do, and a thing which is to be settled between the employer and the employe in that particular district. The Review takes it upon itself to instruct the team owners as to what they should do. We are pleased to know, however, that the team owners as a rule pay little if any attention to the writings of the editor of the Review.

At the convention of the team owners of the country held in New York in June, the convention refused to give the endorsement of the National Team Owners' Association to the paper known as the Team Owners' Review. The delegates were of the opinion that a paper devoted entirely to the interest of the team owners was needed, and we understand that such a paper is under consideration by the national officers at the present time. They recognize the fact that the editor of such a paper must be a practical team owner himself who understands the ins and outs of the business, and not one who is in it for the profit to be gained from the advertising matter contained in the publication. By refusing to endorse the Team Owners' Review they have shown common sense, and we hope soon to see a paper devoted to the interest of the team owners of the country.

AS at present constituted, the international officers of the I. B. of T. can truthfully say that they do not know who their members are. To correct this the system inaugurated by every other successful trade union should be adopted, viz., the registration of member's names at headquarters, his standing in the organization and a correct record kept of his whereabouts, that is, when and where he transfers, etc.

In addition to this death benefits should be paid to our members from the International treasury, making it possible for a man to belong to a small organization and still be assured of his benefits.

Think this over, delegates, and see if we can not enact some law which will insure the members of some other benefits to be derived from the organization besides increase in wages and shortening of hours.

DO not let the clamor for office or personal grievance or quarrels which are bound to crop out in a convention cause you to neglect the interest of the organization which sent you to represent them and enact laws which will be of benefit to the membership at large. If there is any law you desire enacted bring it to the attention of the convention while in session, and do not wait until you get back to your home city and then grumble about what the delegates have done.

JACOB LE BOSKY has been retained to care for the interest of the Brotherhood of Teamsters during the trials on charges of conspiracy to be tried in Chicago during the fall term of court. Judge Pinckney has been agreed upon by representatives of the State's attorney's office and lawyers for the defendants as judge before whom the trials will come. All we ask is a square deal.

THOSE who patronize our magazine by inserting advertisements are entitled to the patronage of our members. It is but reasonable to suppose that when business men lay out their money for an advertisement in a labor journal that they thus express their friendship for the organization or at least exhibit a spirit of fairness and good will.

Under these conditions our membership even though it places them at some inconvenience, should patronize those who see fit to advertise in our magazine, and we trust that the same will be done. Our magazine is mailed to almost every city and town in America and should become one of the greatest advertising mediums if our members will but reciprocate by patronizing those who see fit to patronize us.

THE rubber trust has decided to move its business from Chicago to Windsor, Canada, just across the river from Detroit, where large shops are now in course of construction. This means that John C. Driscoll has lost his last patron as labor commissioner, and it is now up to John C. to go to work unless he finds some way of breaking into labor again.

It is reported that he has intentions of again reviving the associated teaming industry with its notorious board of arbitration, but there is one thing he may be assured of and that is that no teamsters' settlement will ever be handed down by such tactics as those employed in days gone by. That day has gone by, Driscoll, and you will have to seek new fields.

THE ice wagon drivers of Toledo have won their strike. They have won to the extent of compelling the ice men to sign the scale of wages presented by the local union, and the citizens of that city have conceded to the drivers' union the credit of having been instrumental in the disruption of the trust and lowering the price of ice.

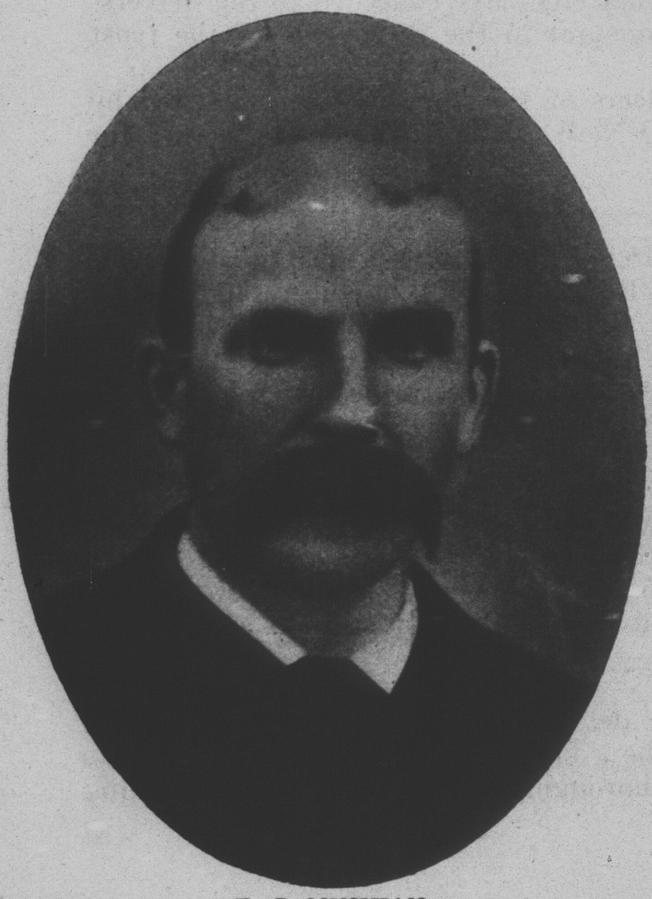
The affair was handled by the officers of the Joint Council, assisted by Business Agent Hoffman and Brother O'Neill. This is a complete victory for the ice wagon drivers in that city.

ON Sunday, July 8, Local Union No. 782 of Maywood, Ill., sustained a severe loss in the death of their secretary, Edward Carroll, a sincere and earnest worker in the trade union movement. Brother Carroll won the respect and confidence not only of the members of his own organization but of the trade unionists in general. His loss is deeply deplored by the teamsters' organization in Chicago and Maywood where he was well known.

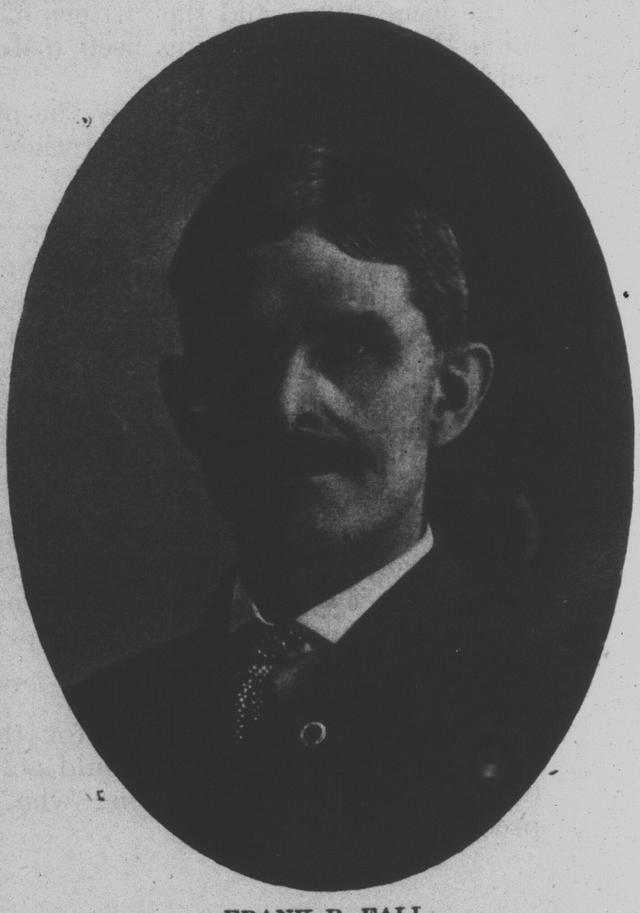
SEE to it that the carriage driver whom you patronize has a due book with the stamps of the International Brotherhood of Teamsters in his possession. Buttons don't count. While in Chicago outside delegates are requested not to patronize automobiles as they are operated entirely by non-union men.

A TRIP has been arranged for the delegates to go through the packing houses of Chicago. It would not be a bad idea to make arrangements to take a few undertakers along who thoroughly understand the embalming process.

EMMET FLOOD.



T. J. MINIHAN,
General Organizer I. B. of T., Boston.



FRANK P. FALL,
New England Organizer I. B. of T., Providence, R. I.

Our Organizers

BOSTON, MASS.

Mr. C. P. Shea, Indianapolis, Ind.

Dear Sir and Brother—Inclosed find report of work done:

During the month of October I visited the following cities: Chelsea, Mass.; So. Framingham, Mass.; Pittsfield, Mass.; Gloucester, Mass., and assisted Locals 242, 602, 156, 266, of the above cities, also attending to calls to straighten out affairs of Locals 126 and 259, of Boston.

During the month of November I visited Pawtuckett, R. I., on agreement of Local 41 of the above city; also Noonsockett, R. I., and Providence of same State. Also took up mater of Local 112 with the board of business agents on attempt to violate agreement by lumber dealers. I again took up matter of Local 41, of Pawtuckett, R. I., and had agreement similar to Providence accepted, to expire with Providence, and a joint agreement then to be entered into. Also attended mass meeting of Local 42, of Lynn, Mass., and took up matter of New Bedford, Mass., local, with Bro. Bengley, but owing to holidays postponed matter until later. Visited Quincy, Woburn and Winchester, Mass., organizing.

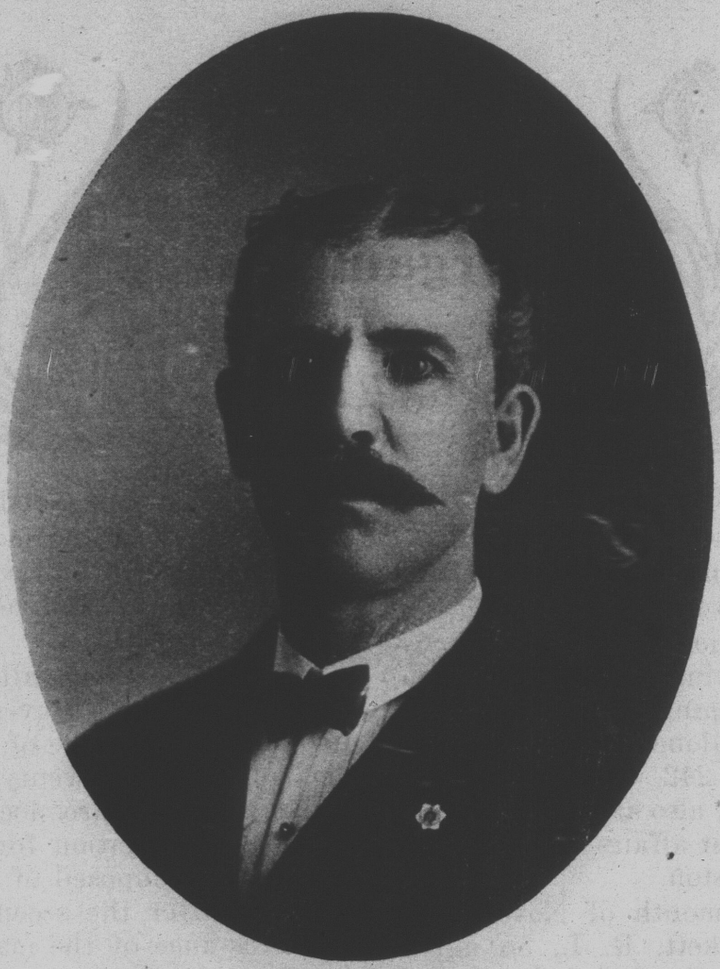
In January I took up matter of auditing books of Local 41, of Pawtuckett, R. I., on request from local to headquarters, then attended to wants of Bakery Wagon Drivers of Brockton Local 57. Also visited Haverhill, Mass., and presented agreement just expiring to Mr. Cox, of Cox Milling Co. of same city, he taking the same under consideration.

In February I called mass meeting in New Bedford and met fair success in reorganization of Local 388. Also visited Taunton and assisted in adding to Local 344.

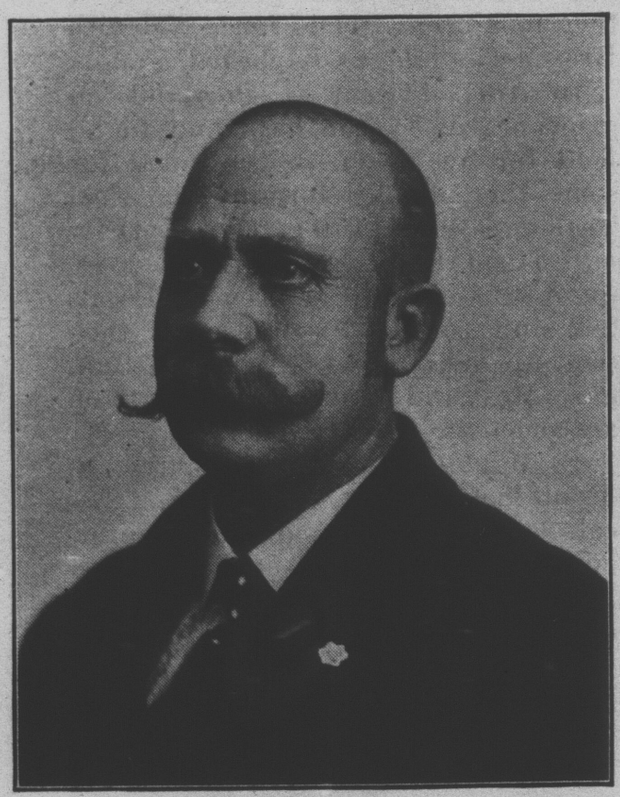
In March, being called from New Bedford, Mass., to Haverhill, Mass., to take charge of strike of Local 327, on arriving I found twenty-three men on strike and fifty-three locked out, there being a combination formed to break the union, composed of ten coal dealers, but after the second week, with the assistance of the mayor, the combination was broken and the twenty-three men returned with agreement signed for nine hours' work, and after some four weeks every man was working under the same conditions. I then took up matter of Local 333 with Bro. McGonigle, as requested.

In April I went to Portland on grievance of Boston local and found field for operation, so continued for some time, finally forming the Coal Teamsters' Local 670 and Truck Drivers' Local 674. I also received request to settle differences of Locals 262 and 664, of Lawrence. I then took up matter of Local 365 of Bangor, Me., and Haverhill, Mass., on agreement to furniture dealers.

In May I was sent to Brooklyn, N. Y., to look up matter of strike of Local 60. After considerable conferences I finally gained on time agreement, men to go to work on morning of 18th and agreement to be drawn up and signed on 19th; the same rejected by union on the 21st. Some fifteen men went back to work and on the 23d twenty-three more. Con-



PETER H. McNEALEY,
President of Joint Council, Boston.



JOHN E. LONGSTREET,
President Joint Executive Council, Cincinnati and Vicinity.

HARRY WENDELKEN,
President Joint Council Local Unions, Philadelphia and Vicinity.

tinued to keep up same until June 9th, when on investigation of General President and General Secretary, Auditor and myself found strike lost.

During the month of June, being detailed to assist Bro. Briggs and Bro. Young to try and straighten out matters in city of New York, I waited on several of the officers; also attended meeting of joint council, but without results. I then took up the matter with Bro. Young, and after some time found my presence was becoming obnoxious, as well as Bro. Briggs. Owing to court proceedings to gain the property of the International Union, I continued in city until it was decided by Bro. Young nothing could be done at this time, so finding he was leaving, and the sudden feeling existing against me, I took the train for Boston on July 3d, and on arriving found that Local 112 was considering a strike in East Boston on Contractor Barry, which took effect Tuesday, July 11, and at this time is in operation. Fraternally yours,

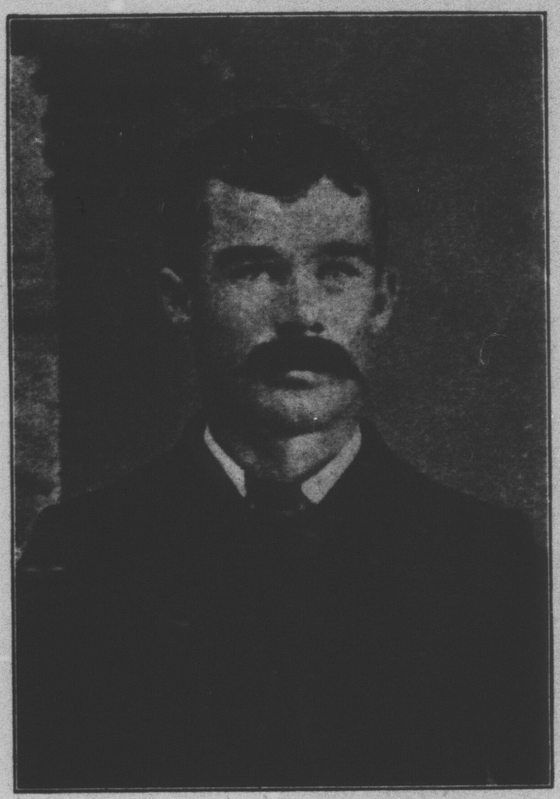
FRANK P. FALL.

T. J. MINIHAN'S REPORT.

Mr. C. P. Shea, Indianapolis, Ind.:

The following is my report:

Under instructions from General President proceeded to Pittsburg, Pa. On arriving there found our locals in bad shape owing to the lack of interest on the part of the labor movement. After calling a meeting found that the firm of Lutz & Schramm, pickle dealers, had discharged three of their drivers for joining our local and that the other four drivers quit on that account. Put myself in close touch with the central body and found that a committee had been appointed to wait on the firm without any results. I then got another committee and waited on the firm, which kind of wakened them up a little, as they applied for an injunction on me as an individual and organizer and the local and central body stayed there and fought it with the result that the injunction was dissolved with the costs on the firm. That injunction brought the teamsters' movement before the public, so much so that it realized that there is a teamsters' organization in that city. Then came the carriage and cab drivers' agreement with the employers with success by the conservative manner the committee of the local handled it. They have a closed-shop agreement with all the conditions they asked, with the prospects of doing better with their next agreement. The next event was the presenting of an agreement by the ice wagon drivers to the ice dealers' exchange after a few conferences whereby the committees on either side could not come to any agreement. The employers caused notices to be posted in the stables that the drivers and helpers who wanted to work could sign as individuals and give up the organization, but the men absolutely refused to do such a thing, so the men were all locked out by the ice dealers' exchange. Got a committee of our boys and waited on the Penn Ice Company, which is also a member of the exchange, but as our men do not work there under a wage, but on the co-operative scale, and got it to sign an agreement of this kind—that in the signing of contracts with men to operate the vehicles for the delivery of ice for the Penn Ice Company they shall be members of Local 414, Ice Wagon Drivers and Helpers, I. B. of T. Then again was I hailed into the courts by the Ice Dealers' Exchange, which managed to have five injunctions placed on me as an individual and organizer, and the ice wagon drivers' local as a whole. After eight weeks of a lockout the ice wagon drivers have secured what they were looking for—the disruption of the dealers' exchange, more independent companies and that the employers realize that the drivers are to be taken into consideration in the future, and



P. McGILL,

THOMAS DOHERTY,
President Local No. 17, Cab Drivers, Chicago, Ill.

L. A. GRACE,
Business Agent Local No. 1, Providence, R. I.

A. C. M'GREGOR,
President Local No. 726, Chicago, Ill.

what it is to have an International behind them that has lived up to all of its obligations.

I next paid a visit to Akron, Ohio. While there I addressed a mass meeting of our local and also the central body. We are still continuing our open meeting in Pittsburg and taking in new members at every meeting. Want to say that I have to be on the alert at all times on account of an organization calling themselves the Industrial Workers of the World, and the brewery workmen, who are nothing more, to my mind, than a branch of the I. W. of W., but who do not dare show their hands in the open—afraid of losing that affiliation with the A. F. of L.—but am well satisfied with the results of the teamsters' locals for the time spent here and feel assured that Pittsburg, in the near future, will stand in line to be counted with the rest of the cities that are well organized.

My attention was next called to Wheeling, W. Va., where we have instituted a local, and find a lot of good boys of the right material in the city driving teams there. There is a chance to put a local in Bellaire on the one side and Martins Ferry on the other. The Ohio Valley Trades Assembly, the central body of that district, one of the best working bodies in the country here, assured the teamsters that they would give them every honorable assistance for an organization. As my time was pretty nearly taken up in the courts fighting and the building up of the locals in Pittsburg did not have much chance to get outside in the small cities surrounding it in the short time here, but will say that a lot of good work can be accomplished but will take a little time. In conclusion let me state the trade union movement wants freedom and only for organized labor. Without unions we would have slavery. When a man believes in education—to wear nice clothes—and that the workingmen should have better homes he should assist and not look on. Organized labor has done a good deal for all in this country, and we always stand ready in the defense of the same. When a man joins our movement we do not want him to disgrace his uniform by trying to take away our bread and butter from ourselves and families. Our International certainly deserves credit for its action in behalf of trade unionism which stands for liberty and justice to all.

Respectfully submitted,

T. J. MINIHAN.

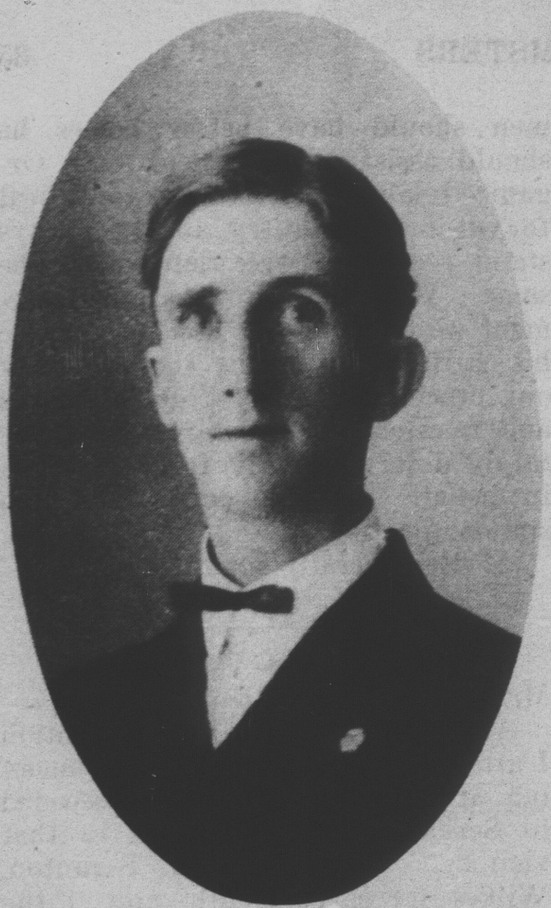
REPORT OF C. F. O'NEIL.

Mr. C. P. Shea, Indianapolis, Ind.:

At the close of the last convention I attended an Executive Board meeting at Philadelphia, then proceeded to Scranton to assist locals in that vicinity. I worked in Scranton, Wilkes-Barre, Plymouth and Pittston, rendering all possible assistance.

Early in September, under orders from the General Office, I proceeded to Buffalo. On my arrival there I found a lot of literature sent out by former Officer Innis, asking all locals to withhold per capita tax from the International and join a secession movement. I at once had the matter taken up by the various local unions, and after a full explanation they decided to stand by the I. B. of T. I found also that a representative of his had visited nearby towns. I visited Lockport and Niagara Falls. In the latter place I found one of the locals had decided to withdraw from the International, but after a full explanation they voted to again return to the I. B. of T. I worked in Buffalo and vicinity until the last of September.

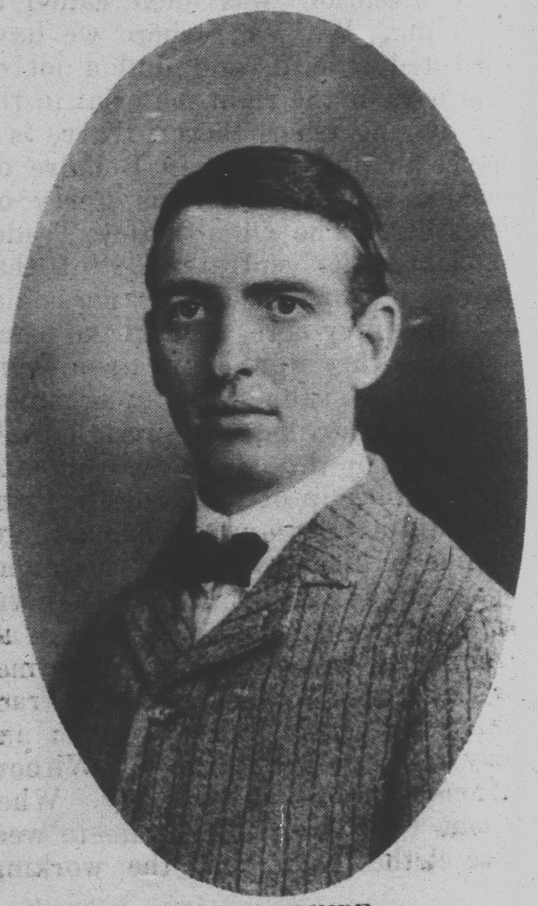
On the first of October I attended a board meeting at headquarters, which adjourned on the 7th. I was instructed to go to St. Louis, Mo., and stop at several towns on the way. My first call was at Mt. Carmel, Ill. I



C. J. McPHERSON,
President Local No. 754, St. Louis, Mo.

F. GILLARD,
Sec.-Treas. Local No. 311, Pittsburg, Pa.

GEO. RICHARDSON.



ALEX. MAGUIRE,
Street Hackmen Local No. 28, Philadelphia, Pa.

found the local union of that city in fair shape, but they had listened to the advice of dissenters and decided to withdraw. After the matter had been laid before them in the true form they decided to remain in the I. B. of T. I then visited the following towns in turn, namely: Mt. Vernon, Johnson City, Pinckneyville, Belleville, Lebanon, Collinsville and Troy. In all cities except Belleville they had taken action against the International, but after the minutes of the convention were produced and an explanation of the true facts placed before them, they reaffiliated with the International. Belleville had decided to await the arrival of the minutes of the convention or some officer. When I arrived and laid the matter before them they decided to continue their affiliation with the brotherhood. I arrived in St. Louis the latter part of October and I found the city in a badly disorganized condition; also that four local unions had decided to leave the International. I at once started to bring about a better feeling. My first work was to reclaim the seceding locals. After visiting them all was successful in having them reaffiliate with the I. B. of T. I held a number of mass meetings and worked in the interest of the several locals trying to bring about better organizations. One of the first matters to be taken up was a grievance of the Department Store Drivers with Schaper Brothers' department store. This matter had been on for some time. After several visits with a committee from the local union and business agent of the Central Labor Union, I succeeded in getting an advance of two dollars per week and better working conditions. I also visted East St. Louis in the interest of the local there.

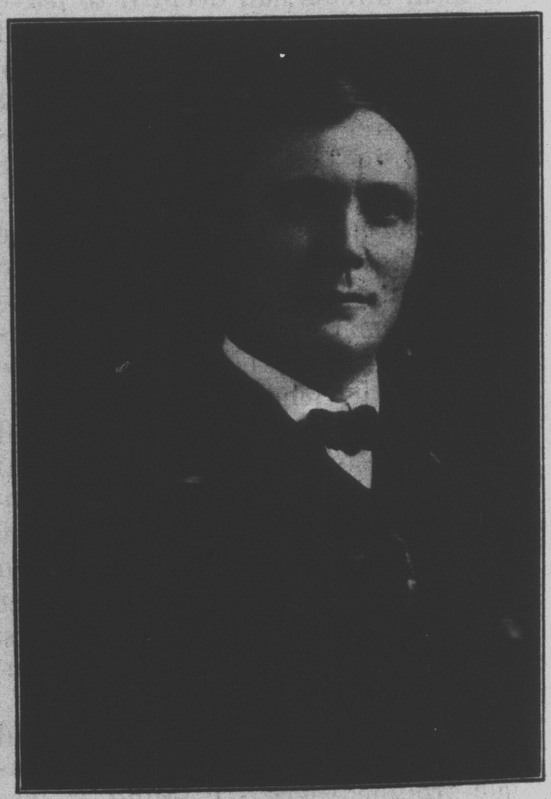
While in St. Louis I was instructed to visit Centralia, Ill., as there was some trouble there. I found it was caused by a former member wishing to return on a withdrawal card, but who at that time was a saloonkeeper, as well as a teamster. Of course, under the present constitution, the local could not admit him and I notified them to that effect. While there I organized a local union of general teamsters. I worked in St. Louis and vicinity until the middle of December, when I was compelled to return home on account of serious illness in my family. I remained in Buffalo until about the first of January. Then I went to Toledo to try and build up the locals there, which I found in bad shape. I worked there until the 15th, when I proceeded to headquarters to attend a board meeting, at the close of which I returned to Toledo and took up the matter of reorganizing. I worked there until about the first of February. During that time I was successful in increasing their membership from less than two hundred to five hundred members. From Toledo I went to Detroit, and there, with the exception of two locals, I found things in very bad shape from the effects of the secession movement started by George Innis of that city. It was very hard to make any headway. The first thing to be done was to stamp out the dissension started by this man. At first I worked mostly in the interests of Locals No. 24 and No. 8, as they seemed to need assistance more than the others, the former local having a membership of about thirty, the latter about twenty. I was successful in increasing the membership of No. 8 to more than one hundred and having some agreements signed.

In the latter part of February I went to Jackson, Mich., to try and help the local union in that city. I remained about a week and visited the various barns and held a mass meeting, but owing to the lack of interest of the members and drivers of that city in general, I was able to accomplish but little. I returned to Detroit and again took up the work of

M. J. SHEEHAN,
Sec.-Treas., and Business Agent Local No. 68, Boston, Mass.

JOHN A. McGONIGLE,
Sec.-Treas. and Business Agent Local No. 242, Boston, Mass.

JOSEPH TURNBULL,
President Local No| 126, Boston, Mass.



W. A. NEER,
President Local No. 753.

organization. I worked there until the latter part of March, the membership slowly increasing; then, under instructions from the General President, I visited Bay City, Mich., where the employers had notified the local that after the first of April, at which time their agreement expired, they would no longer deal with them as a union. After about ten days' work among the men and several conferences with the employers, I was successful in having agreements signed for one year. I again returned to Detroit and worked among the men there until the latter part of April. During that time the membership of No. 24 increased to about one hundred and fifty. I was then ordered to Toledo to work on the matter of the Truck Drivers' agreement. After several conferences with the employers with result, a strike was called on May 2. After two days a settlement was reached with the Trucking Association, giving the men an increase amounting from 10 to 25 per cent, this covering all but ten men, who were out two weeks. At the end of that time the men were replaced at the new scale, and this matter was settled.

I was again ordered to Jackson, as the local there had presented new agreements and were expecting to go on strike. When I arrived there I found the condition of the local about the same as on my previous visit, and the employers had granted some of the men a part of the increase asked for. I came to the conclusion, by the condition of the local and the action of the men themselves, that it would not be very good policy to call a strike, as I believed the local was in no condition to do so at that time; also the men that received a small increase did not attend the meetings nor take any active part in assisting the local to better its conditions, and for that reason I advised the local to not attempt to force the issue.

From Jackson I again returned to Detroit, and while there succeeded in organizing the Department Store Drivers. During this time in Detroit I made several visits to Toledo, trying to have the Ice Drivers, also the Carriage Drivers' agreements signed. About the first of June I returned to Toledo and again took up the matter with the ice companies. In the meantime a peculiar condition of affairs presented itself. The ice dealers had all been indicted as a trust, and were going to trial on the morning of June 1, at which time our agreement expired. They posted notices in the various stables notifying the drivers that they would pay the increase asked for, but they did not or would not agree to any definite time they should receive these wages, nor did they even made mention of the organization in their notices. Conditions were such at that time that I advised the members to continue to work under the present conditions until such time as the court cases were closed. During this time, with the business agent in Toledo, we continued to work on the Carriage Drivers' matter, and were successful in having all firms sign agreements for one year with the exception of a few. We again took up the matter with the ice dealers, at the close of their case, when the court had decided against them, but only one man getting clear altogether. This man notified us that on the first of July he would endeavor to secure labor as cheap as possible, regardless of who they were. At a special meeting of the local, held June 25, it was decided to call a strike on this one company. After four and one-half days of hard work the local was successful in having the company settle. The matter was then taken up with the other companies, some of whom had been released from jail, and agreements were made with them giving the drivers an increase of two dollars per week. I remained in To-

EXECUTIVE BOARD OF LOCAL NO. 20, TOLEDO, O.

ledo until the present time, settling a few details of the strike. I might say on the whole Toledo has done very well, in a grand increase in membership and the signing of agreements for three different locals, giving the Truck Drivers and Ice Drivers a good increase in wages, the Truck Drivers having a two-year agreement.

Detroit and Toledo were the very center of the secession movement, and such work was necessarily slow and uphill, but I might say that in Detroit there has been an increase of about three hundred in membership, while in Toledo there has been still better.

Fraternally,

C. F. O'NEIL,

Fifth Vice-President, I. B. of T.

WASHINGTON, D. C.

Mr. C. P. Shea, Indianapolis, Ind.

Dear Sir and Brother—Bakery Drivers' Union No. 33 will be represented in the approaching convention, although less interest than usual was displayed in the election, partly owing to a lack of appreciation of its importance, and partly to the fact that "Grocers' Day" was celebrated the day preceding the election, it being the custom of a large number of our members to go with the grocers on this occasion. This year proved to be no exception and, as a consequence, many were disinclined to attend the meeting on the following night. For delegate three members were nominated, J. E. Toone, Carl Hering and Fred W. Fox, the latter not being a candidate. The contest between Bros. Toone and Hering resulted in the election of Bro. Toone, after which Bro. Hering was elected alternate.

We are grieved to announce the death of Bro. Daniel W. Nicholson at Providence Hospital, June 29, the circumstances of his untimely death being extremely sad. On the above date, about 9 a. m., at Third and F streets, S. W., he attempted to stop a runaway horse which had broken away from a barrel wagon, running into the street and throwing up his hands, but his efforts failed to arrest the progress of the animal and in another instant he was knocked down and run over, receiving internal injuries which caused his death at 11:30 p. m. the same day. Accounts differ slightly as to whether he stumbled and fell backward, some contending that the horse deliberately went out of his course to run him down. Bro. Nicholson's funeral took place from the residence of his mother, No. 60 S street, N. W., services being held at St. Martin's Catholic church, and interment at Mt. Olive Cemetery. The deceased was an employe of Corby Bros., was 29 years of age and had been married only about five months. The following members of No. 33 were the pallbearers: Thos. J. Ryan, Robert Mateer, F. S. Riley, Charles Arnold, W. H. Thomas and Thos. C. Fox.

Hoping that the Chicago convention will be a harmonious one, I am,

Fraternally yours,

F. W. FOX,

Official Correspondent No. 33.

REPORT ORGANIZER P. M'GILL.

Mr. C. P. Shea, Indianapolis, Ind.

I started to work on Sept. 11, 1905, and on Sept. 12, by orders of the General President I examined the books of Local No. 254, whose members were out on strike. I found one hundred and fifty men locked out by said strike, and reported same to General Secretary Turley. This strike lasted three weeks and the men won everything they contended for. On Sept. 28 I paid strike benefits to all men entitled to same, which amounted to five hundred dollars, and I sent said payroll to General Secretary Turley.

Pending the strike of the Cotton Teamsters I succeeded in organizing the Beer Drivers on Sept. 22, after a hard fought battle with the United Brewery Workers of this city, who

were trying to hold them in their local union.

OCTOBER, 1905.

During the greater part of this month I worked very hard on the Beer Drivers of this city, getting them in line with the Beer Drivers' Local, and on the 28th, in conjunction with a committee of our local, we succeeded in signing an agreement with all of the breweries but one for a term of five years, which agreement our men are now working under. This local is known as Keg Beer Drivers No. 701.

NOVEMBER, 1905.

Early in November I examined the books of Local No. 89, and I found said local in very bad shape. I had a mass meeting called and as a result twenty-two new members joined.

I visited Local No. 605 and succeeded in getting ten new members to join. This local seems to be getting along very nicely.

On November 15, 1905, the Carriage Drivers' Locals Nos. 63 and 479, went on strike to enforce a new agreement. I regret very much to state that I was never notified of these locals' contemplated action. I feel that had I been consulted I could have avoided this strike and thereby saved our international much money. The differences were so small it appears to me that very little argument would have been required to bring about a settlement of the differences. The men were called to a special joint meeting of both locals and at that meeting the proposition of the undertakers was turned down and the men did not return to work. This action of the men caused a very bitter feeling amongst the undertakers, who were left with funerals and other work on their hands and no one to do the same, and as a result they refused to have anything to do with the committees of the locals. It was at this stage that I sent for our General President or General Secretary to come to New Orleans and look over the situation. Brother Hughes arrived in this city on November 28 and at once set about arranging for conferences with the undertakers.

On November 15 I organized the Baggage and Transfer Drivers, said local being known as No. 627.

DECEMBER, 1905.

During this month Bro. Hughes and myself worked very hard on the undertakers and succeeded in signing up agreements with eight of them on December 21, thereby breaking into their organization. The work of Bro. Hughes in this connection can not be too highly praised. He certainly created a very good impression, not only amongst our men, but also amongst the members of the Undertakers' Association, by his splendid ability, gentlemanly conduct and able presentation of our side of the controversy.

On December 25 we paid strike benefits to the members of both locals of Carriage Drivers, who were putting up a splendid fight for victory.

During December, with the assistance of Bro. Hughes I organized a local of Bottle Beer Drivers known as Local No. 637. We also called a mass meeting of all the teamsters of this city, Bro. Hughes making a very able speech to the men, that was very well received and resulted in building up several of the smaller unions.

On December 26 we signed with three more of the undertakers, thereby making further inroads into their organization.

JANUARY, 1906.

During this month I did a great amount of work in connection with the Carriage Drivers' strike. On the 18th I was called before the grand jury of this city and ordered to call the Carriage Drivers' strike off, which I refused to do. I told them they ought to go to the undertakers and order

them to sign our agreements. They threatened to put me in jail, but did not. The police department at this stage of the fight were acting very unfairly towards our men. In all cases where any trouble arose our men were compelled to furnish good and solvent bonds and the *scabs* were paroled without bond. I appealed at once to the Central Trades and Labor Council of this city to assist me in raising a legal defence fund to protect and defend those of our members who were being arrested, and against whom serious charges were being made. The Trades Council very nobly responded and started the list with a donation of two hundred dollars ($200.00.) I then canvassed the entire labor movement and succeeded in raising close onto nine hundred dollars ($900.00.) I retained two of the ablest criminal lawyers of this city, Messrs. Adams and Otero. They at once set to work and succeeded in having those of our members under serious charges released on bonds and all of the minor cases resulted in the discharge of our men.

FEBRUARY, 1906.

Still working with the Carriage Drivers, trying to effect a settlement, and on February 8 signed up with four more of them.

On February 23, 1906, by orders of the General President, I went to Mobile, Ala., to attend to the affairs of Local No. 819, who were preparing to go on strike. I at once went before the central body of that city and had a committee appointed, and with them went before the mayor, who promised us that he would assist us in getting a conference with the merchants. With this assurance from the mayor we at once arranged for a meeting of the local for the following Thursday. I informed the members of the local of our intentions and told them to remain at work pending this conference, but in spite of this request the President of Local 819 at once called his men out on strike. He informed me that the men were going to strike in spite of the advice of myself, the International or the central body, and that he did not care for the laws of the International, and if they would not support him he would get the money from the next convention. In my opinion this local has violated the laws of our International and are not entitled to any benefits.

MARCH, 1906.

While the men of Local 819 were on strike I waited upon several of the merchants in regard to having the men reinstated, and they agreed to take some of the men back with a small increase in wages and shorter hours. The majority of the men returned to work, as they seemed to realize that they had made a mistake in not obeying the orders of the International body and International President.

APRIL, 1906.

I returned to New Orleans and at once took up the Carriage Drivers' strike and succeeded in having a meeting with the Undertakers' Association. The result of this meeting was that twenty-two more of the undertakers signed the Carriage Drivers' agreements. The remaining eight who refused to sign the agreement I had placed upon the unfair list of the central body.

On April 16 I put fourteen new men in Local No. 605.

On April 19 I returned to Mobile and organized the Carriage Drivers of that city. Some of the Carriage Drivers had a local operating under a charter of the A. F. of L., and I made a demand on them and the organizer of the A. F. of L. for a surrender of their charter. They made a fight, but I at last convinced them they were wrong and succeeded in bringing them under the protection of our international.

On April 27 I was ordered back to New Orleans to take up the Carriage Drivers' strike. The locals were having some trouble with some of the undertakers, who were not living up to their agreements and who were still trying to work some of the scabs. I succeeded in settling this trouble satisfactory to both sides.

MAY, 1906.

From the first to the fifteenth of this month I was working with the Carriage Drivers, and on the 16th I returned to Mobile and installed the officers of the Carriage Drivers of that city.

On May 24th I organized the Ice Drivers of Mobile and I believe this will be one of the best locals of that city.

JUNE, 1906.

On June 6th I installed the officers of the Ice Wagon Drivers.

On June 9th I organized the Teamsters' Joint Council of Mobile, after which I returned back to New Orleans.

Soon after my return to New Orleans I organized the Stave Cart Drivers' and Helpers' Union.

I attended all the meetings of our locals, as well as the meetings of the Teamsters' Joint Council and the Central Trades and Labor Council.

On June 15th I signed with one more of the undertakers.

During this month I made several efforts to have the United Brewery Workers' Local 161 turn over to our Local No. 701, the beer drivers they were still holding in their local. I was not successful in having them do this and I filed a grievance with the central body, and the same is now pending.

On June 16th two more of our carriage drivers were arrested. I succeeded in getting them out of jail and had one of the scabs arrested and serious charges preferred against him.

June 20th I put five more men in Local 605, and on Sunday, June 24th, put ten more men in Local No. 691, which local I had just installed.

On June 26th I went before the central body and renewed the fight against the Brewery Workers, who seem determined not only to take in some of our men, but who refuse to give up those that rightfully belong to us by virtue of the rulings of the American Federation of Labor.

Trusting this report may prove satisfactory,

I am yours fraternally,

P. M'GILL.

CINCINNATI, O.

Mr. C. P. Shea, Indianapolis, Ind.:

At the regular meeting of Hack and Cabmen's Local No. 793 it was reported that our worthy secretary and treasurer, Brother P. Mertes and family, had suffered the untimely loss of their beloved and youngest son and brother, George, by death. Upon motion a committee was immediately appointed to frame suitable resolutions, which are as follows, and were unanimously adopted:

Whereas, Our Divine Creator, in His infinite wisdom, has seen fit to remove by death from the household of Brother Mertes and family their beloved son and brother, little Georgie, therefore be it

Resolved, That Local Union No. 793 hereby extend to Brother Mertes, Mrs. Mertes and the children our undivided, most sincere and heartfelt sympathy, in this, their hour of bereavement; and, be it further

Resolved, That these resolutions be spread upon the records of our union; that a copy be sent to the heart-stricken family, and the same forwarded to the local labor press and to our official magazine for publication.

Fraternally submitted by

JOS. HEBERLE,
WALTER WEST,
CHAS. PERCHMENT,
Committee.

CONCERNING OUR FINANCES.

In this issue we present the annual financial report, showing the receipts and expenditures of all local unions with a recapitulation showing the balance on hand and a table of benefits of all kinds paid since 1879, the date of the adoption of our benefit system.

We have added a new, interesting and instructive feature to the table of benefits by inserting therein the cost per year to each member for each benefit paid and the total cost per year per member for each year for all benefits paid. This will enable the members to see at a glance what each benefit costs. We have also included the number of 15c members and the 20c retiring card holders. In figuring the cost per member the foregoing are included in each case where they participate in the benefits. This is further explained in the notes following the table on eighteenth page of the Journal. The recapitulation and the table give a comprehensive and historical understanding and review of the financial transactions of the international union and enables every member to readily see just where the funds go and what each benefit costs, and we trust will be found interesting and instructive to all. The cost per member for strike benefits, 23 7-10 cents, in 1905 was the lowest that it has ever been. The highest cost per member for this benefit was in 1884, the year of the Cincinnati strike, when the cost reached $12.62 per member. The cost per member for sick benefit was $3.73; for death benefit, $3.56; for out-of-work benefit, 87 cents.

These figures portray the international union in an altogether different light from that painted by D. M. Parry and other trade-union detractors, and shows that we do several things in the interest of humanity besides striking.

The figures as a whole show and prove the oft-repeated claim that the better financed a labor organization is, the least trouble and strikes they have. Still the percentage of gains for the members in improved economic conditions is maintained and steadily improved, but without the loss of time and the expenditure of large sums for strike benefit.

While the steadily increasing cost per member in the payment of death benefit is explained by the fact that as the age of members increases, the amount due their heirs is correspondingly greater. The increase in the payment of death benefit over 1904 was $11,065.89. However, in view of the fact that the length of life and the general health of organized cigar makers have steadily increased and improved, there seems to be no valid reason why the cost per member for the payment of sick benefit should increase and be as great as it is. The average length of the life of union cigar makers has increased over fifteen years since 1888 and the per cent. of those who die from tuberculosis reduced from 51 per cent. in 1888 to 24 per cent. in 1905; still the cost per member to pay sick benefit

has actually increased during this period. The real cause of this must be apparent to the thoughtful. The only comparison we are able to make at this time is with the plumbers. Its statement for 1903 shows that the cost per member to pay sick benefit was $1.37.

A study of the table will show that the funds increased for the year 1905, $99,444.93. The other largest gains in any calendar year was $133,306.62 in 1903, and $81,879.14 in 1892. The gain in the funds per head in the years named was $3.06 for 1902, $3.39 for 1903, and $2.23 for 1905. The funds per capita for the same years were: 1902, $18.88; 1903, $12.60; 1905, $17.18. The per capita is based only on the full contributing members. Since 1895, when the funds were at the lowest ebb and when some of the wise or otherwise enemies of the trade unions said and widely circulated a statement that the international union was bankrupt, down and out, the treasury has increased just $511,643.01, or a little over one-half a million dollars and we have gained in members 12,757. This simply shows that the would-be Moseses, high priests, but always false prophets, were just a little mistaken in their calculation or possibly something less honorable. In any event, the result should be and is a source of satisfaction to the loyal trade unionists who push on with stout hearts, courage, faith and a determination that does not know the words fear or failure in so far as they apply to the international union and the general trade union movement.

Since the adoption of the benefit system we have expended, all told, for that purpose six million eight hundred forty-five thousand five hundred forty dollars and sixty-six cents.

It is pretty near the limit when men can be found who will scab on strike breakers.

PROF. LAUGHLIN'S MARE'S NEST.

(By Samuel Gompers.)

In the current number of the Journal of Political Economy, a periodical published by the University of Chicago, the editor, Prof. J. Lawrence Laughlin, has a paper on the aims and methods of the trade unions which is meant to be very "scientific" and "profound." Anti-union papers regard it so, and we have been told that Professor Laughlin, a learned economist and a "true friend" of the working people, has pointed out "a wiser and safer course than that pursued by our labor leaders."

Let us glance at this remarkable discovery. For over a century the working people of England and of the United States (to say nothing about non-English speaking nations) have struggled for the right to organize. The present form of trade and central and federal unions is the product of a long and slow evolutionary process—a process characterized by features of the most complex and varied kind. Suddenly a gentleman who teaches political economy, but who probably never has been inside of a factory (not to mention a sweat shop), whose notions of unionism are either evolved out of his inner consciousness or out of sensational and confused newspaper "stories," informs us that unionism is, and has been from the beginning, based on false, pernicious, dangerous ideas. We must destroy it, root and branch, and start all over again. Here, in seven counts, is Professor Laughlin's indictment of the modern union:

1. The unions have stimulated rather than attempted to remove the antagonistic class feeling between the employer and the employe.

2. The unions have encouraged the theory of a right to ownership in the product made by labor, capital, and management. So long as great fortunes are made in the United States, the fact itself is taken as proof that labor is not receiving its due share of the results of production.

3. The unions feed their members

chiefly on socialistic and un-American literature. In the main, the literature of socialism and unionism is indistinguishable.

4. They have approved the mistaken policy of "making work" by a limitation of output. With most laborers there is a belief that work, or employment, is limited, and if a particular job is prolonged they get so much more out of the employer.

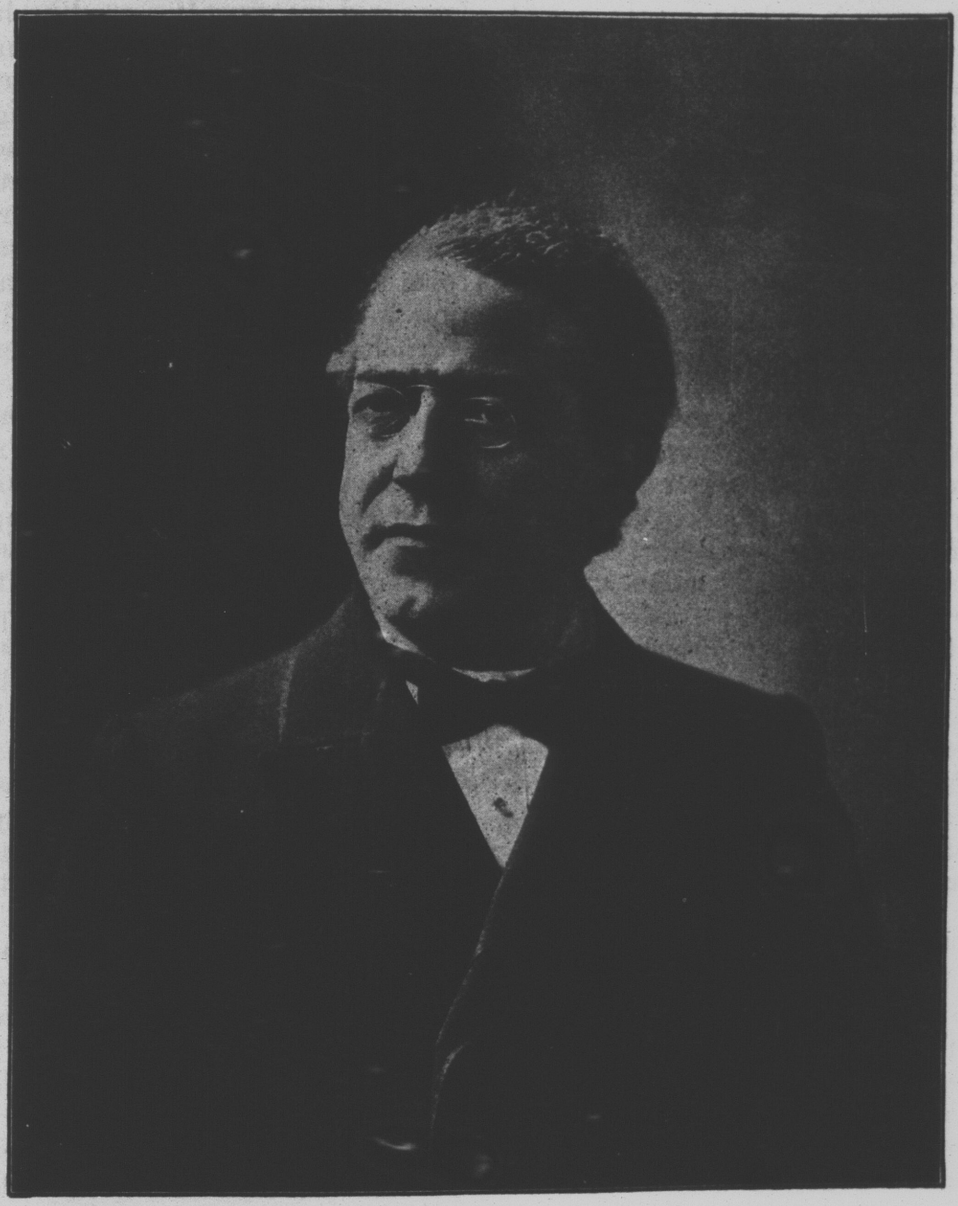
5. The unions have wrongly based their whole course of action on the principle of a monopoly of the supply of laborers in a given occupation.

6. The outcome of such an attitude has been a series of acts of violence which have shocked the civilized world.

7. Wrong-headed leaders are the inevitable consequence of a wrongly devised theory of unionism.

Before commenting on these counts we may say that Professor Laughlin's alternative or substitute for the whole unionist system is—what? nothing more nor less than "increased productivity."

Does a workman feel that his pay is insufficient? Instead of demanding an advance, instead of leaving or threatening to leave in case of a refusal, he should increase his output!



SAMUEL GOMPERS.

Then the employer would meet him with open arms and say: "My dear friend, you have done well by me, and you shall have a raise." (Perhaps a hoist.)

What is true of the individual is true, of course, of the mass. Let workmen organize, by all means. Let them form unions, hold meetings, and study the ways and means of improving their condition. But, instead of thinking about strikes, collective bargaining, union labels, education and agitation, they should think of but one thing—the increase of productivity. "Let us work more and the employer will pay us more," should be the grand, wise motto of all labor organizations. So reason the special pleaders, misnamed political economists, of the Laughlin stripe.

Now, if an obscure and ordinary person had made this wonderful discovery, we should pass it over as a ludicrous mare's nest. But a "distinguished economist" and "authority" influences some readers, even when he is childishly absurd.

Let us, therefore, ask the professor a few questions:

Does not Professor Laughlin beg one of the most fundamental questions in the premises? Man is entitled to fair pay for what he does make. Suppose a man is underpaid and can obtain a just increase by demanding it; why should he "increase his productivity" instead of asking for the increase which is already his due, and quit if he does not obtain it?

Does Professor Laughlin maintain that employers pay now, and have at all times paid, fair and economically reasonable wages, so that only an increased output could or can enable them to raise wages? This would be too preposterous even for a professor who studies political economy in his library and knows nothing of actual industrial life.

Nor will any man of sense maintain that unionism has not raised wages, and that things in the industrial sphere would be exactly as they are if labor had never learned to organize, to strike, to co-operate effectively.

In the second place, we would ask Professor Laughlin whether he really thinks that increased productivity would necessarily, in all cases, bring increased wages. We used to hear a good deal about the duties of enlightened self-interest. Self-interest is ever present, but, alas! the enlightenment is seldom perceptible. Increase the output to any extent that you please in order to obtain proper compensation, it will still be necessary to form unions, to strike or be in a position to strike, and to use the lawful weapons of organized co-operation generally.

Has our learned professor heard of piece-work? Has he heard of manufacturers who reduce the rate of pay when they see that their employes "work too much?" In these cases you have increased productivity with the result of less, rather than more pay.

Finally, is "increased productivity" a simple theory? Does it depend on labor alone? What about inventions, machinery?

Suppose the employer claims that the entire increase of the output is due to patents and new processes he has introduced, and refuses to advance wages?

We have said enough to show that Professor Laughlin's substitute is of the quack order. It means nothing. It seems simple, but in reality it is a formula which goes to pieces at the slightest attempt at analysis. If the professor had spoken of increased productivity as one of the factors of the situation, no one could have taken exception to his statement, but there would have been nothing new or wonderfully original about it, and it would not have affected the question of union policy.

The fact is, Professor Laughlin, learned as he is, does not know the a,

b, c of the labor question. He had better study the history of unionism in England and America, the early legislation, the suppression of strikes and the right to strike, and efforts toward collective bargaining, the gradual recognition of the right to organize, and the other allied rights of the working classes. In addition we respectfully recommend to him and others like him some study of human nature as illustrated in the management of factories, workshops, mills and mines, in dealing with workmen, in fixing wage scales, and so on.

Now, we may take up the points of the above indictment of trade union policy and briefly comment.

1. The unions have not sought to stimulate antagonistic class feeling. They have sought legitimate objects, and are not responsible for the "feelings" of employers. They have not been free from mistakes. What class has? Are the employers always wise, virtuous, and tactful?

2. The unions have encouraged no theory save the one that labor is entitled to reasonable pay, a reasonable workday, and humane conditions of labor. They seek to secure better treatment by exercising their legal and moral rights. The fact of great fortunes may well be taken into account in considering the question of labor's just share.

3. Trade union literature is not socialistic. Ask the socialist leaders. It is not, however, individualistic, in the plutocratic sense of the term. It rejects many of the pseudo-scientific propositions of the capitalistic economists. Who does not, nowadays?

4. Unions have not generally limited output, but they have tried to check practices which selfish and greedy employers have resorted to in the effort to get an unconscionable amount of work out of their employes. They object to "the pace that kills," to driving labor at a rate that results in mental and physical collapse at the age of forty or forty-five.

5. The unions have sought to diminish competition in the supply of labor. Can believers in "supply and demand" object to this? What principle forbids the substitution of collective for individual bargaining?

6. Violence is not the "outcome" of this "attitude." Unfortunately, no great movement has been free from violence.

But it is as absurd to condemn unionism, even on account of a certain amount of violence, if it occurs, as it is to condemn competition on account of fraud, adulteration, and misrepresentation.

A great movement must be judged by its general results, not by mere incidents which history rightfully always forgets.

Human nature is what it is. In the meantime, union leaders are doing all that they can to discourage violence and foster the spirit of dignity, and to acquire confidence and encourage reliance on purely moral and economic means.

A university whose main support is the contribution of the Rockefeller millions and of others equally interested in "rightly" educating the people is just such an institution of learning as will produce, encourage, or tolerate a professor of political economy such as Professor Laughlin.

We may remark in conclusion that Professor Laughlin is evidently in no position to give union labor useful instruction. He is very imperfectly acquainted with the subject.

OUR ORGANIZATION.

(Concluded from Page 23.)

on the part of outside organizations exists toward the teamsters' union as a whole. Let us hope that the good work will go on and the organization continue to grow and be of benefit to the members, and may success crown the efforts of the men who must bear the brunt of the fight—the men who make the organization a success, and the members of the local unions.

HE WAS HAPPY.

His was a face which seemed to say that good nature had taken up a permanent dwelling place there. His eyes seemed overflowing with fun. His rosy cheeks beamed a grateful effulgence all around. His lips were parted in a smile which was of the indelible brand. It was impossible to look at that cheerful face and note the portly body which it crowned and resist an inclination to smile in sympathy.

He stood just outside the door of an up-town saloon puffing a cigar and fairly radiating good humor at every pore. A well-dressed man looking slightly woozy happened along. He looked at the stout party for a moment, then his face relaxed into a smile.

"Say," he said, after a slight pause, "do you know you're about the best thing I've seen today? I'd give anything if I had your cheerful disposition. How'd you get it?"

The man with the cigar beamed more sunnily than ever. "I don't know," he answered. "I guess I was born with it."

"Say," said the woozy one again, "I like your face. It's a positive treat. Come in and have something. I want to look at you some more."

The stout man said he didn't mind, and his new acquaintance grabbed him by the arm and led him into the saloon.

"Look at him," he said to the several customers who were standing at the bar. "Can you beat that face for all-around oh, be joyfulness? Ain't he a peach? Order up there, man, and the best is none too good for you. My, but I'm glad I met you. I was feeling like a dirty deuce in a new deck just before I saw you. Now I want to laugh and sing, and give dull care the hurry call to get away. Say, I like you, hang me if I don't. What's your line, anyway? Maybe I can put a little business in your way?"

The man with the smiling face finished his glass, wiped his mouth, and took a fresh light for his cigar.

"I wish you could," he said earnestly, "I'm driver of a hearse and we're not doin' much now on account of the strike, but——"

And the woozy one faded away.

RIGHT.

Although 'tis veiled in defeat's eclipse,
Or lost in the shock of strife,
A magic word from the future's lips
Will call it again to life.

Although the die of its fate seems cast,
The hour of its hope seems o'er,
The cause that is built on truth will last
Till its enemies are no more.

For truth is mighty and time is long,
And right, though it seems undone,
Awaits its hour and with silent power
Strives on till the cause is won.

The sun yet shines in his splendor
Above the storm and the gloom,
The cause of truth has eternal youth
That breaks from the strongest tomb.

Fight on, though the foes of freedom seem
Intrenched in unending might;
Fight on, though the darkness reveals no gleam,
No harbinger of the light;

Fight on, whate'er your reverses be,
Yet bear them, nor beat retreat;
Fight on, till the sunrise of victory
Illumines the night of defeat.

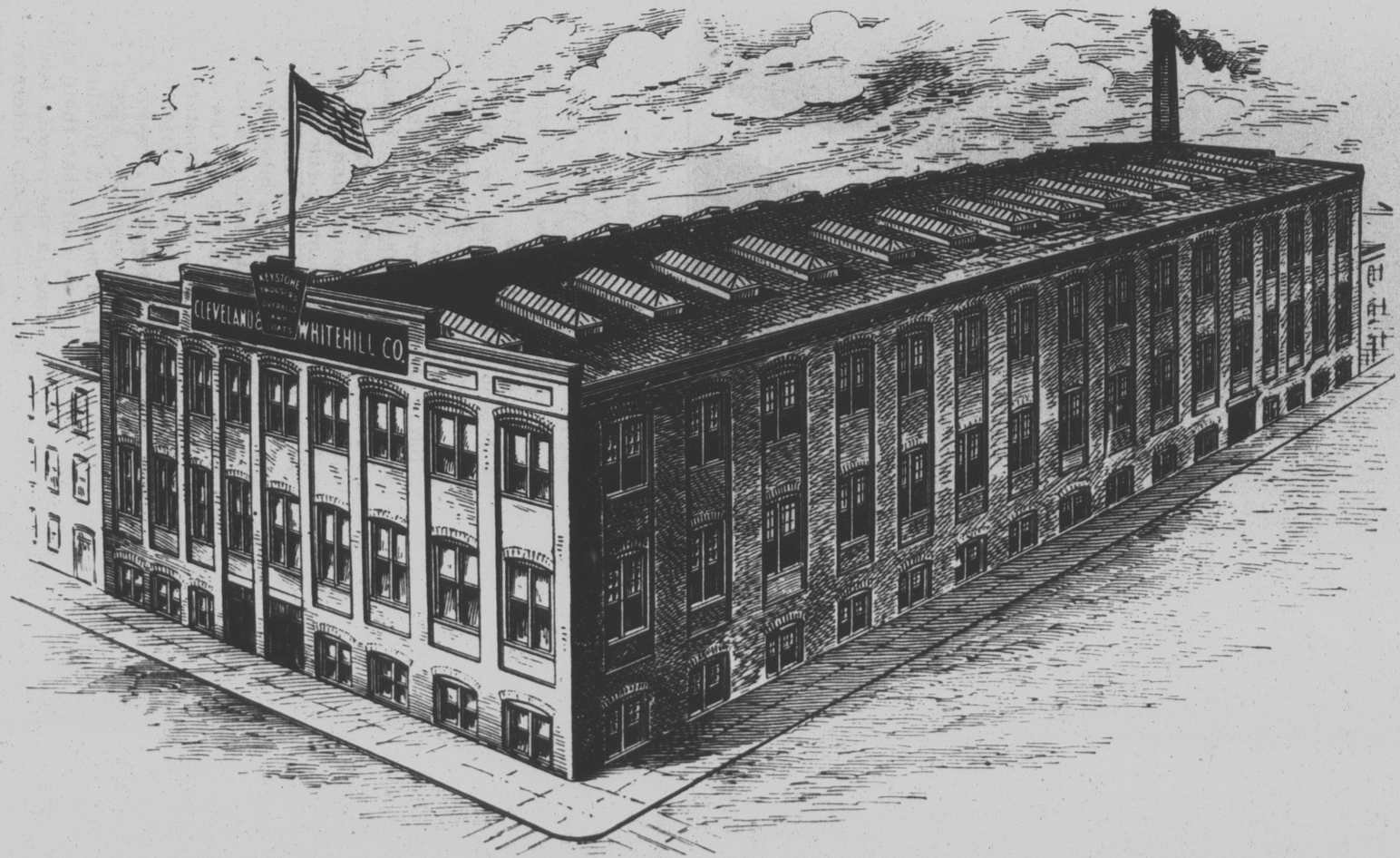
Have hope that triumphs above your fears;
Have faith that dispels your doubt;
And be it for ten or fifty years,
Have courage to fight it out.

Dare greatly, and feel that, befall what may,
You yet can repose secure
In the trust you will come to your own some day,
If your courage and will endure.

Though the hosts of evil and greed may seem
Intrenched in undying power;
Though unto the eye of hope no gleam
Shines over the passing hour;

Yet know that the ages to be will give
To right an unfading crown;
And the cause that is built on truth will live
Till its enemies all go down.

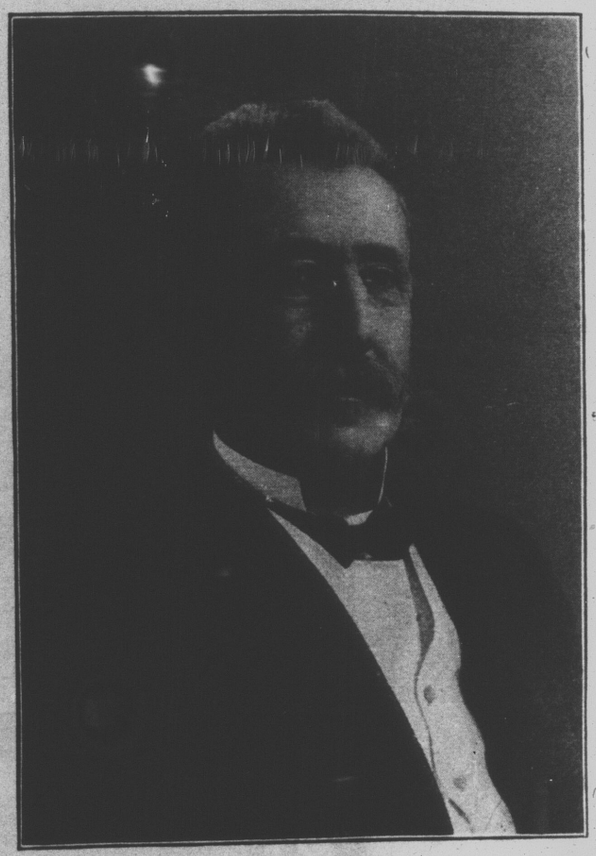
—J. A. Edgerton.



This beautiful factory, conceded to be the best in the Overall and Pants business, is located directly across Lafayette Street from the famous Washington Headquarters Park at Newburgh, N. Y. Thousands of working men visit Washington Headquarters every year. The old stone house, familiar to all Americans, is filled with Revolutionary relics and treasures. Union working men are always welcome to the big "Keystone Overall" factory. It is worth a visit to see one operating room filled with hundreds of happy emyloyees, the one floor containing over 18,000 square feet of floor space, without a single partition.

CLEVELAND & WHITEHILL CO.

C. M. MOSEMAN & BROTHER OF NEW YORK.



The picture presented herewith of C. M. Moseman, head of the very old house of C. M. Moseman & Brother, of Nos. 126 and 128 Chambers street, is that of the pioneer of the saddlery and harness business in New York, as at present conducted, and Mr. Moseman is the oldest man in that business today.

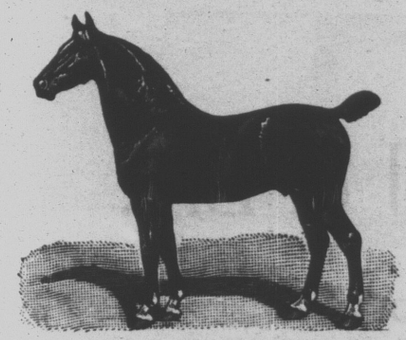
With his brother, Edgar W. Moseman, he established the business in New York in 1863, forty-two years ago. Sterling integrity, straightforward methods and absolute reliability have laid the foundation, throughout these years, for the great business now doing, and customers on their books for a third of a century attest the confidence they enjoy among horsemen and horse-owners throughout the world.

"Everything for the Horse—and Quick," is the motto of the house, and everything of the best. Their immense stock, the wonderful variety and novelty of the goods, the beautiful and tasteful results received all stand for the claim.

At the Centennial in Philadelphia in 1876 the Mosemans made an exhibit which secured the highest awards and attracted world-wide attention. Their business took a quick stride forward and quickly changed, not only to a national, but an international footing. Exhibits in London at a later period were such a revelation to the horse-loving Englishman that, after a very handsome purchase by the Prince of Wales, now King Edward VII, the Mosemans found it necessary to establish a factory in England, which is still located at Walsall, near London. From the latter through their London office, and at times from the New York house, the wants of many of the highest class horse owners of Europe and elsewhere are supplied with the finest products of their works. In this country their goods are in use by the majority of the great harness drivers, as well as riders, both professional and amateur from Maine to California.

The remarkable exhibit of the finer grades of the Moseman factory at their retail store in the Windsor Arcade, Fifth avenue, Forty-sixth to Forty-seventh streets, is simply superb, while at the store at 126 and 128 Chambers street, the stock is of all sorts and qualities, the latter always the best at the prices. In these seven-story buildings C. M. Moseman & Brother employ, according to the season, from 50 to 100 of the best workmen in their line in the world, all of which are members of the International Brotherhood of Leather Workers on Horse Goods, and you will find by their advertisement on the top half of the inside front cover of this issue that they are using the union label of that organization. It is, therefore, a matter of duty of the membership of the International Brotherhood of Teamsters, other things being equal, to say a friendly word and, wherever possible, bestow their patronage upon a house of so high a character as C. M. Moseman & Brother. We also appreciate the fact that their advertisement appearing in the regular issues of the official magazine of the International Brotherhood of Teamsters lends strength to the publication, as we can at all times say that we carry the advertisements of the best in their line.

GOMBAULT'S CAUSTIC BALSAM



WARRANTED TO GIVE SATISFACTION

HAS IMITATORS BUT NO COMPETITORS

A Safe, Speedy and Positive Cure for Curb, Splint, Sweeney, Capped Hock, Strained Tendons, Founder, Wind Puffs, and all lameness from Spavin, Ringbone and other bony tumors. Cures all skin diseases or Parasites, Thrush, Dipthria. Removes all bunches from horses or cattle.

As a human remedy for Rheumatism, Sprains, Sore Throat, etc., it is invaluable. Every bottle of **Caustic Balsam** sold is warranted to give satisfaction. **Price, $1.50 per bottle.** Sold by druggists, or sent by express, charges paid, with full directions for its use. Send for descriptive circulars, testimonials, etc. Address

THE LAWRENCE-WILLIAMS CO., CLEVELAND, O.

TEAMSTERS' GLOVES.

All teamsters, whether driving trucks, carriages, automobiles or other vehicles, wear gloves. Some in winter and others in winter and summer, for such are the conditions in the teaming industry that it is necessary to protect the hands not only from the elements, but also from the articles handled by the teamster. It is, therefore, a matter of great concern to the teamsters, as well as a matter of economy, to find a glove that can be relied upon for service, durability, appearance, etc., and it does not pay to figure as to the actual cost of a pair of gloves, but "what is the cost of gloves to the teamster for one year." It is found cheapest to get the best article on the market, which is taking into consideration the time and amount of wear received in return for the amount of money expended, and it is generally conceded by the wearers of gloves in the teaming industry that the glove known as the "F. P. Sargent Glove" fills that bill. Because it is made with such precise care by the very best workmen in that line of business; it is made from genuine chrome tanned (heat and waterproof) leather. This is a leather that will stand the greatest amount of wear and tear, is waterproof and heatproof. It does not harden or crack. It keeps its shape until the glove is practically worn out. Before cutting the glove is stretched down to just the point where all the superfluous elasticity is taken out and the real strength of the leather begins. This renders the leather precisely of equal consistency. Hand dies of various sizes are used for cutting out the gloves; this insures careful inspection of each individual glove, and there can be no possible defects. The stitching is done by expert workers, and the greatest care is taken that they are neatly and evenly stitched. The seams being on the outside of the glove, protect the stitching from wear and protects the hand within the glove. The thumb of the glove has no seam joining it to the first finger, as it is so cut that that part of the thumb is cut out with the forefinger. This is of great advantage, as that has always been the weakest point in a glove. The base of the thumb is stitched to the balance of the glove, and then laced stoutly with a leather thong. This gives equal protection to what was formerly considered a weak point in the glove. They also give added protection where the fingers join the body of the glove by providing a strong and durable bar of sixteen stitches between the fingers. Those gloves are manufactured by the Detroit Leather Specialty Co. of Detroit, Mich., and it is not out of place to state that their factory is

TELEPHONE HARRISON 5309

UNION BURIAL ASSOCIATION

Main Office: 569 Wabash Ave., Chicago

$50 Furnishes union men in Chicago and their families union funerals for with hearse and two carriages and all necessary furnishings. Membership certificates on sale with secretary of all local unions of Chicago.

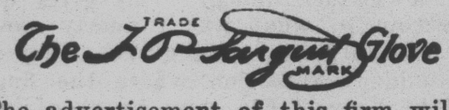
James L. McNichol & Bro.

General Contractors

705 Betz Building, Philadelphia, Pennsylvania

Both Phones

a model one and is so situated that there is perfect ventilation, with light and air, and union conditions of employment prevail therein and all its employes are members of the union of their calling. You can always tell this glove by looking for this trademark:



The advertisement of this firm will be found on the front inside cover of this issue, which shows their friendly spirit to the International Brotherhood of Teamsters, and as they are patrons of your publication, you should reciprocate.

U. S. METAL POLISH.

A great deal of metal polish is used by teamsters, and for those who have never used the U. S. Metal Polish we believe that this polish is well worth a trial, and if once used the results obtained will be so surprising, when compared with other polishes, that it will be sufficient inducement for those using metal polish to continue the use of this brand. This brand of metal polish received the highest award at the World's Fair held in Chicago in 1893, as well as highest award at the World's Fair held in St. Louis, 1904. The advertisement of this firm may be found on page 6 of this issue of the Teamsters.

W. T. McLaughlin & Co.

FLOUR, HAY AND GRAIN

Elevator: Railroad Street, West Roxbury
652 Centre Street, Jamaica Plain
Blue Hill Avenue, Mattapan and Milton
1102 Harrison Avenue, Roxbury
374 Harrison Avenue, Boston

Telephone Connections

BERRY BROTHERS

(LIMITED)

VARNISH MANUFACTURERS

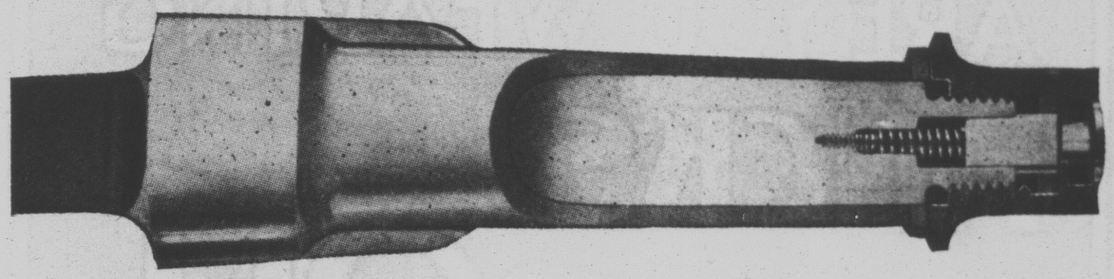
Originators and Sole Manufacturers of Luxeberry Wood Finish (the only genuine hard oil finish made). Liquid Granite, Shingle tint, etc.

Factory and Main Office: Detroit

Canadian Factory: Walkerville, Ont.

Branches: New York, Philadelphia, Chicago, St. Louis, Boston, Baltimore, Cincinnati, San Francisco

DYER AXLE LOCK NUT



A safety axle nut that locks the wheel on to the axle with absolute security. Takes up all the end thrust and eliminates the rattle. Adds comfort for, and safety to, the rider and avoids what is always a serious and sometimes fatal accident by the loss of a nut. Saves the expense of recutting the axle. Can be used with any thickness of, or without, washer. Prevents the wheel from axle-binding and can be applied to old as well as new axles. This nut can be put on and taken off without the use of a wrench.

TERRITORIAL RIGHTS FOR SALE—WITH TOOLS FOR APPLYING TO OLD WORK

DYER AXLE LOCK NUT COMPANY

851 OLD SOUTH BUILDING — BOSTON, MASSACHUSETTS

Wisconsin Lime & Cement Company

Manufacturers and Dealers in

LIME, CEMENT, PLASTERS, LATH, FLUES, COPING, COMMON BRICK, PRESSED AND FACING BRICK

General Offices and Exhibit Rooms

607-8 Chamber of C mmerce Building, Chicago

Telephone Main 1313

T. C. OCTIGAN

MANUFACTURER OF

RUBBER HORSE SHOE PADS

In eight different styles, con tructed on the latest nd most approved principles. They are without **equal in design and durability.**

T. C. OCTIGAN

11 East Twenty-Sixth St.

Chicago

Phone Calumet 2458

No Antimony — No Poison

OR ANYTHING INJURIOUS TO MAN or BEAST

A Tablespoonful to a Feed

Raven's Stock and Poultry Food has stood the test for twenty-five year .

The merits of this food are based on its power to regulate the system, to restore the appetite and enable the animal to assimilate and digest his food. The best tonic, blood purifier, system regulator and worm exterminator known Ask your dealer for it. Manufactured only by **L. A. RAVEN & CO.**

1425 State Street, Chicago.

Telephone, Calumet, 8744

G. E. McEvers, V. S. — W. H. McEvers, V. S.

COMPLIMENTS OF

McEVERS BROS.

VETERINARY SURGEONS AND DENTISTS

Graduates of Ontario Veterinary College, Canada

Office and Infirmary:

349 Michigan Avenue — Chicago, Illinois

'Phone Harrison 352

Office Hours: 8 to 9 a. m. and 1 to 2 p. m.

ARE YOU WEARING

FINCK'S

"DETROIT SPECIAL"

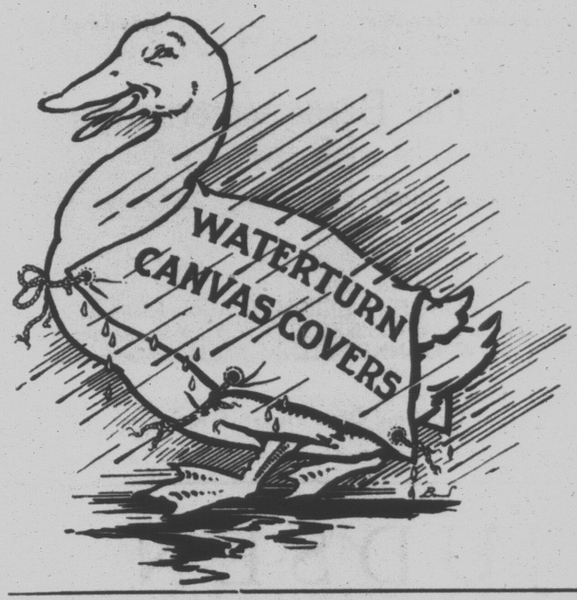
IF NOT

WHY NOT?

THEY ARE UNION MADE

AND ONE OF THE

BEST OVERALLS ON EARTH



Wm. G. Halkett Co.

"Waterturn" Canvas Covers
Guaranteed Entirely Waterproof. All Sizes for all Uses

Horse Covers, Oiled Clothing, Etc.

Dependable Kinds Only!

Cotton Duck and Canvas
All Widths and Weights for Every Purpose

40 and 42 North Third Street Philadelphia, Pa.

351
West
Eleventh
Street
New York City

Telephone
873
Chelsea

Residence
428 West
Twentieth
Street

ROBERT HENDERSON & CO.

COAL

Office, Yard and Pockets

Pine Street Wharf, Schuylkill River

PHILADELPHIA

Every Teamster Should Give his Horse

Pratts Food

The Greatest of Animal Regulators

BECAUSE

It is a perfect tonic and regulator.
It builds up run down horses.
It improves their wind.
It keeps the coat in good condition.
It puts new life and vigor in them.
It prevents and cures disease.
It saves feed by causing perfect assimilation.

Always order PRATTS Foods and PRATTS Veterinary Remedies

Telephone, Main 245 — Established 1879

The Berns Veterinary Hospital

74 Adams Street — Brooklyn, N. Y.

GEORGE H. BERNS, D. V. S., Proprietor
CHAS. S. ATCHINSON, D. V. S., Assistant-Surgeon
R. W. GANNETT, D. V. M., House-Surgeon.

Dr. Berns' Office Hours: 8 to 9 a. m.

CARL A. JUDSEN

PRACTICAL AND SCIENTIFIC HORSE SHOER

Patentee and Manufacturer of The Judsen Adjustable Calk, Rubber Pads and Nail Plates

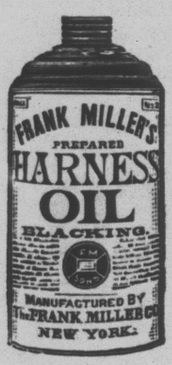
Horse Clipping. — All work carefully attended to

155 East Erie Street, Chicago

Phone 1067 North

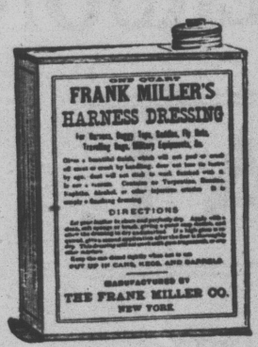
FRANK MILLERS

HARNESS REQUISITES



FRANK MILLERS HARNESS OIL

Preserves and softens the Leather, consequently adds life. Compounded with pure Neatsfoot Oil.



FRANK MILLERS HARNESS DRESSING

The very best article of its kind for owners and manufacturers of harness. Used all over the world.

THE FRANK MILLER CO.

349 & 351 WEST 26TH STREET
NEW YORK

Whether you want to varnish or paint your carriages, wagons or trucks order

F. W. Devoe & Co's Colors and Varnishes

to be used

High Grade Goods and High Class Labor are Always the Most Economical

John W. Masury & Son

PAINTS
AND
VARNISHES

NEW YORK — CHICAGO — ST. LOUIS

P. KEENAN: Practical Horse Clipper

The only Horse Clipping Shop of its kind in existence.

It is heated by steam and lighted by electricity.

Six practical men in attendance.

Six horses clipped at one time. Call and see for yourself.

223 East Sixty-fourth Street New York City

Between Second and Third Avenues. Telephone 1911 Plaza

M. BROWN

PRACTICAL HORSE CLIPPER

Horses Called For and Delivered to Any Part of the City

All Kinds of Clippers Sharpened

236 West Fiftieth Street New York City

Telephone 4102 J Columbus

(Late of New York Cab Company, West Thirty-second Street)

Compliments of

MICHAEL DUNN

170 Lincoln Avenue

New York City

K.B. CLOTHES FOR MEN THEY DO FIT

Not Only Union Label Clothes But Well-Made Clothes

DALSIMER

1204 and 1206 Market Street

Philadelphia, Pa.

CHARLES CORRIGAN

HORSE CLIPPING ESTABLISHMENT

Horses Clipped by Electricity. Mail Orders Promptly Attended to

331 Third Avenue New York City

Between Twenty-fourth and Twenty-fifth Streets

Telephone 1613 Gramercy

JOHNSON & HAYES

VETERINARY SURGEONS

Office and Horse Shoeing Establishment:

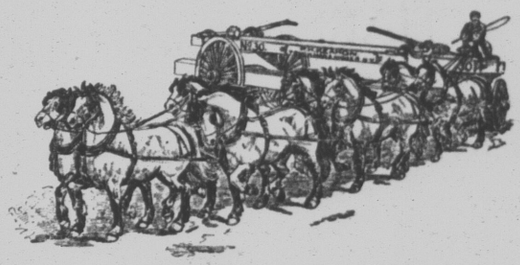
419 West Fifty-Fourth Street New York City

Near Ninth Avenue Telephone 2652 Columbus

Branch: West End, N. J.

Experts in the Cure of Lameness and in the Correction of Action.

P. H. KEAHON: Truckman



Horses and Trucks To Let for All Purposes

Heavy Trucking a Specialty

Office and Stables: 108-110 Tenth Avenue, New York City

Telephone 1294 Chelsea

JOHN DALY

Manufacturer of

HIGH GRADE CIGARS

Hand Made

817 Race Street, Philadelphia, Pa.

GEORGE H. WARD

HARNESS MAKER AND
CARRIAGE TRIMMER

471 Flushing Avenue — Brooklyn, N. Y.

Telephone 1234 Williamsburg

All Kinds of Harness made at the Lowest Possible Cost

JOHN LEONARD

Manufacturer of Fine

HARNESS AND COLLARS
A SPECIALTY

469 West Fourteenth Street — 58-60 Tenth Avenue
New York City

All Orders Promptly Attended to

MICHAEL J. BRADY

SADDLE AND HARNESS MAKER

First Class Work Done at Reasonable Prices

503 West Thirty-eighth Street — New York City
Near Tenth Avenue
Telephone Conn. 2390-38th

New and Second Hand Harness and a Full Line of Blankets always on Hand. Curry Combs, Brushes, Sponges and Fly-nets. Repairing Neatly Done and Promptly Attended to

---

J. WINKLEMEYER

Manufacturer of Fine

SINGLE AND DOUBLE HARNESS

Whips, Brushes, Blankets, etc.

464 Eleventh Avenue — New York City
Between Thirty-seventh and Thirty-eighth Streets

Single and Double-Truck Harness Made in Any Style
Grade at Lowest Prices

CHARLES HAAS

Manufacturer of

GIG, EXPRESS AND COUPE
SADDLES

Hand-made Coach Pads a Specialty

12 Green Street — Newark, N. J.

THEODORE F. LUTZ

Manufacturer of Fine

CARRIAGE & TRUCK HARNESS

Blankets, Whips and Sponges
in Good Variety

613 Eleventh Avenue — New York City
Between Forty-fifth and Forty-sixth Streets

Repairing Promptly and Neatly Done

NEW YORK
HORSE MANURE TRANSPORTATION
COMPANY

547 WEST FORTY-FIFTH ST., NEW YORK CITY

CARPETS CLEANED BY STEAM BY HAND BY COMPESSED AIR OR ON THE FLOOR

CAREFUL CARPET CLEANING CO.

Telephone 132-38TH-419 to 423 East 48TH St.

COE & BRANDT, PROPS. AND 1558 Broadway

Henry Lindenmeyr & Sons

PAPER WAREHOUSE

All kinds of Paper Made to Order

32, 34 and 36 Bleecker Street New York

Telephone 6063 Spring

Branch Warehouse 20 Beekman Street

Use Gladding's Whale Oil and Tar Hoof Dressing and Liniment

IT IS THE BEST

Why? Because it has a good reputation having been in use for over 30 years

GLADDING OIL CO.

Newark, N. J.

COMPLIMENTS OF

H. & W. CO.

Alfred M. Herkness & Co.

Walter W. Herkness J. Smylie Herkness

HORSE AND CARRIAGE BAZAAR

Ninth and Sansom Streets Philadelphia, Pa.

William Marquardt

Manufacturer of

CARRIAGES WAGONS and TRUCKS

Repairing Promptly Attended to

974 First Avenue New York

Between 53d and 54th Streets

The N. Y. B. D. M. Co. has begun operations at their new plant, 11th Avenue and 39th Street, New York City. The building and their equipments are the finest of their kind in this country, everything being modern and up-to-date. The stables, located in West 41st Street near the North River, are equipped with every modern improvement for the comfort and convenience of the horse, and they have the good wishes of the Teamsters Union.

The Class & Nachod Brewing Company

JEWEL BEERS

SOLITAIRE LAGER BEER
Pale

KOHINOOR LAGER BEER
Brown

Are Good BEFORE, AT, and AFTER Drinking
These Lager Beers are absolutely Pure and Unsurpassed in Quality. Well Adapted for Bottling

FOR SALE AT SALOONS AND BOTTLERS IN GENERAL

Bernheimer & Schwartz Pilsener Brewing Co.

BREWERS OF

PILSENER, EXPORT PILSENER
AND WURZBURGER BEERS
ALES AND PORTER

127th to 129th Streets and Amsterdam Avenue New York

Meagher's Manhattan Hotel

Edward P. Meagher, Prop.

CAFE

Elegant furnished rooms with all modern improvements
For gentlemen only

Eighth Avenue and 49th Street New York
Northeast Corner

Telephone 3008 Columbus

Bernard Reilly

LIQUORS

831 Eighth Avenue New York

Hollywood Hotel

Cornelius Daly, Proprietor

ROOMS BY THE
DAY OR WEEK

340 Amsterdam Avenue New York City
Northwest Corner 76th Street

Telephone 970 Riverside

S. P. Frankenfield Sons

UNDERTAKERS

Southwest Cor. 53d and Vine Sts. Philadelphia, Pa

Branch Offices
3857 Lancaster Ave., Corner Landsdowne and Lancaster Avenues,
728 South 51st Street. Clifton Heights, Del. Co
Ardmore, Montg. Co.

Telephone

ADVERTISEMENTS OF UNION HORSE SHOERS

EDWARD MOFFIT

HORSE SHOEING
ESTABLISHMENT

159 Washington Street — New York City

R. NOONE

HORSE SHOEING ESTABLISHMENT

Horses Called For and Taken Home
With Care

183 West End Avenue — New York City

Telephone Call, 1283 Columbus

WM. WALLACE

HORSE
SHOER

200 West Eighteenth Street — New York City

HENRY J. DONNELLY

(Successor to George Chapman)

HORSE SHOEING
ESTABLISHMENT

457 West Thirty-third Street — New York City
Near Tenth Avenue

All Horses Shod With Experience and Care

P. BARRY

HORSE SHOER

Horses Called For and Delivered

616 Water Street — New York City
Near Gouverneur Street

THOMAS F. MANGAN

HORSE
SHOER

47 Hubert Street — New York City

NIELS KIRKEGARD

PRACTICAL
HORSE SHOER

339 West Eighteenth Street — New York City

Horses Called For and Delivered
All Lame and Interfering Horses Shod in the Most Scientific
Manner and on Approved Principles

C. LUBECK

HORSE SHOEING

Horses Called For and Returned
All Orders Promptly Attended to

836 Tenth Avenue — New York City
Between Fifty-fifth and Fifty-sixth Streets

JAMES McGOWAN

PRACTICAL
HORSE SHOER

623 West Forty-eighth Street New York City

Horses Shod With Utmost Care and Attention
Special Attention Given to Lameness and Diseases of the Foot
Horses Sent For and Delivered

P. CASEY'S

HORSE SHOEING ESTABLISHMENT

Horses Shod on the Most Approved
Principles

1821 Broadway New York City
Between Fifty-ninth and Sixtieth Streets
Telephone 2026 Columbus

Branch, Sixty-seventh Street, Central Park West and
Columbus Avenue

MICHAEL QUINLIVAN

PRACTICAL
HORSE SHOER

157 East Eighty-fifth Street New York City
Between Third and Lexington Avenues
Special Attention Paid to Lame and Interfering Horses
Horses Called For and Returned with Utmost Care
All Hand Made Shoes

A. ROBINSON

PRACTICAL HORSE SHOER

Shoeing Done with Experience
and Care

St. Nicholas Avenue New York City
Between 121st and 122d Streets, Junction of Eighth Avenue

Horses Sent For and Taken Home with Care

J. T. McCARTHY

PRACTICAL
HORSE SHOER

122 West Fiftieth Street New York City

THOS. CAMPBELL

HORSE
SHOER

144 West Sixty-seventh Street New York City
Between Boulevard and Amsterdam Avenues
Telephone 2206 Columbus

Lame and Interfering Horses my Specialty

JOHN F. DUNN

PRACTICAL
HORSE SHOER

Shop 2544 Broadway New York City
Telephone 2331 Riverside
Residence 672 Amsterdam Avenue

TIMOTHY DEMPSEY

HORSE
SHOER

437 West 127th Street New York City

ADVERTISEMENTS OF UNION HORSE SHOERS

JAMES CARROLL

PRACTICAL
HORSE SHOER

12th Avenue and 132d Street — New York City

Particular Attention to Lame Horses
All Hand Made Shoes
Horses Called For and Returned With Care

J. O'CONNELL

(Successor to M. J. Garry)

HORSE SHOEING ESTABLISHMENT

349 West 141st Street — New York City
Between Edgecombe and St. Nicholas Avenues
Telephone 2457-J Morningside

Gentlemen's Road and Carriage Horses a Specialty

JOHN CALLAHAN

HORSE SHOEING
ESTABLISHMENT

169 Cherry Street — New York City
Corner Market Street

Horse Shoeing in the Neatest Manner

J. MULLANE

PRACTICAL HORSE SHOER

Late of 159 East Twenty-fourth Street
(Fiss Doerr & Carroll Horse Co.)
Successor to John J. Clarke

900 First Avenue — New York City
Between Fiftieth and Fifty-first Streets

Special Attention Given to Lameness and Diseases of the Foot

JAMES MITCHELL

HORSE
SHOER

136th Street — New York City
Between Fifth and Lenox Avenues
Telephone 2692 R Harlem

Horses Sent For and Taken Home With the Utmost Care

JAMES F. O'BRIEN

PRACTICAL
HORSE SHOER

2385 Washington Avenue — New York City
Between 186th and 187th Streets
Telephone 810 Tremont

P. J. McCOURT

HORSE
SHOER

147 East Forty-first Street — New York City
Between Lexington and Third Avenues
Telephone 1874-38th Street
Particular Attention Paid to Lame and Interfering Horses
Horses Sent For and Taken Home With the
Utmost Care

JOSEPH STOREY

HORSE SHOEING
ESTABLISHMENT

238 East Twenty-sixth Street — New York City
Near Second Avenue

Horses Shod With Neatness and Despatch.
Satisfaction Guaranteed
All Horses Personally Attended to

ADVERTISEMENTS OF UNION HORSE SHOERS

CONROY BROS.

HORSE
SHOERS

145 East Forty-first Street New York City
Near Third Avenue

Horses Shod on the Most Approved Principles
Horses Called For and Returned to any Part of the City

JAMES SULLIVAN

PRACTICAL
HORSE SHOER

301 East Forty-sixth Street New York City

Shoeing Done by Experienced Men

JOHN J. FALLON

EXCELSIOR
HORSE SHOEING AND FARRIERING
ESTABLISHMENT

1185 First Avenne New York City
Corner Sixty-fourth Street

Interfering and Lame Horses Shod in the Most Scientific Manner and Approved Principles. Horses With Diseases, Such as Corns, Quarter Cracks, Quitters, Side Bones, Ring Bones and Sore Tendons treated

---

SHERIDAN & LAWRENCE

J. Sheridan J. V. Lawrence

HORSE SHOERS

205 East Sixty-fourth Street New York City
Near Third Avenue
Telephone 3101 Plaza

Branch Shop: Elberon, N. J., Corner of Lincoln and Norwood Avenues. Telephone 37 L West End

Horses Shod on the Most Approved Principles by Experienced Workmen.

THOS. KILLCOMMONS

PRACTICAL
HORSE SHOER

427 East Forty-seventh Street New York City

COMPLIMENTS OF

JOHN McGRATH

PRACTICAL
HORSE SHOER

1049 First Avenue New York City
Corner Fifty-seventh Street
Telephone 4967 Plaza

Horses Called For and Returned With Care

JERRY FITZGERALD

HORSE SHOER

Long Branch (West End) New Jersey

Branch Shop: 771 Lexington Avenue, Between Sixtieth and Sixty-first Street, New York City

Horses Sent For and Returned With Care

M. J. CAVANAGH

PRACTICAL
HORSE SHOER

118 East Sixty-third Street New York City
Between Lexington and Park Avenues
Telephone 4534 Plaza

Horses Called For and Sent Home With Care
Satisfaction Guaranteed
Assortment of Pads Always on Hand

ADVERTISEMENTS OF UNION HORSE SHOERS

JOHN KELLY

HORSE SHOEING ESTABLISHMENT

Horses Called For and Delivered
Carefully

522 East Eightieth Street New York City
Between Avenue A and East End Avenues

Residence 512 East Eighty-first Street

ANGELO MASIELLO

HORSE
SHOER

330 East 110th Street New York City
Between First and Second Avenues

OWEN FALLON

HORSE SHOEING ESTABLISHMENT

176 Lincoln Avenue New York City
Corner of 136th Street

Horses Called For and Returned With Care

B. RIORDAN

(Successor to Cavanagh Bros.)

HORSE SHOEING

Corlears and Water Streets New York City

All Interfering and Lame Horses Shod
in the Most Scientific and
Approved Manner

(Established 1867)

THOMAS J. GALLON

HORSE SHOER

205 East Eighty-fifth Street New York City
One Door East of Third Avenue

Horses Shod With Care, Neatness and Dispatch

PERRY & REID

PRACTICAL HORSE SHOERS

Horses Shod in the Most Approved Manner
by Experienced Workmen

1563 Park Avenue New York City
Between 112th and 113th Streets
Telephone 2284 J Harlem

(Established 1873)

W. G. BOYCE & CO.

(Successors to P. Meade's Son)

PRACTICAL HORSE SHOEING

Split Feet and Quarter Cracks Cured
All Styles of Rubber Pads

608 Humboldt Street Brooklyn, N. Y.
Telephone 9 Greenpoint

J. C. CARROLL

PRACTICAL
HORSE AND DOG CLIPPER

High Grade Work. Reasonable Prices.

156 West Twenty-Ninth Street New York City
Telephone 4616-R Mad. Sq.

Horses Clipped by Electricity or Hand Power. Horses Called
For and Delivered to Any Part of the City

ADVERTISEMENTS OF UNION HORSE SHOERS

FRANK KELLY

(Established 1862)

PRACTICAL HORSE SHOER

67 South Sixth Street Brooklyn, N. Y.

Between Wythe Avenue and Berry Street

Telephone 1910 B Williamsburg

All Lame and Interfering Horses Shod in the Most Scientific Manner and Approved Principles and Perfect Satisfaction Guaranteed. Oldest Union Shop by Ten Years in Brooklyn, and Oldest Union Journeyman in Brooklyn

A. DREITLEIN & E. FISCHER

HORSE SHOERS

785 Fourth Avenue Brooklyn, N. Y.

Corner Twenry-seventh Street

Horses Sent For and Returned

P. KIERNAN

PRACTICAL HORSE SHOER

41 Bridge Street Brooklyn, N. Y.

Telephone 2512 L

JOSEPH RANGHELL & CO.

PRACTICAL HORSE SHOERS

27 Union Street Brooklyn, N. Y.

Horses Sent For and Returned With Care

Horses Shod With Care, Neatness and Dispatch

WILLIAM F. RUDDY

PRACTICAL HORSE SHOER

10 Windsor Place Brooklyn, N. Y.

Near Seventh Avenue

Telephone 1725 J South

Horses Called For and Delivered With Care

JOHN PETERS

PRACTICAL HORSE SHOER

All Horses Promptly and Carefully Shod

13 Bergen Street Brooklyn, N. Y.

Near Court Street

Telephone Call 1038 Main

A. OBER

HORSE SHOER

71 Liberty Street Brooklyn, N. Y.

(Between Tillary and Concord Streets)

Telephone 4695 J

P. H. MURPHY

PRACTICAL HORSE SHOER

Horses Sent For and Returned With Care

52 DeKalb Avenue Brooklyn, N. Y.

Near Hudson Avenue

Telephone 2019 Main

ADVERTISEMENTS OF UNION HORSE SHOERS

P. DORIS

PRACTICAL HORSE SHOER

695 Atlantic Avenue Brooklyn, N. Y.
Between Cumberland and Oxford Streets

J. MAY

PRACTICAL HORSE SHOER

Telephone 1857 J Bushwick

132 Stuyvesant Avenue Brooklyn, N. Y.
Near Van Buren Street

LOUGHLIN & McNALLY

P. Loughlin R. J. McNally
(Successors to Loughlin & Ryan)

HORSE SHOERS

885 Jefferson Avenue Brooklyn, N. Y.
Near Ralph Avenue
Formerly of 1094 Putnam Avenue
Telephone 1206 R Bushwick

All Lame and Interfering Horses Receive Our Personal Attention. Horses Sent For and Returned With Care. We Keep Constantly on Hand All the Latest Improved Rubber Pads for Horse Shoeing

C. WARES

PRACTICAL HORSE SHOER

Telephone 2872 J Main

44 Park Avenue Brooklyn, N. Y.
Corner St. Edwards

All Interfering and Lame Horses Promptly Attended to

OWEN J. DALY

HORSE
SHOER

409 Flushing Avenue Brooklyn, N. Y.

F. CAMPBELL

PRACTICAL HORSE SHOER

40 Jamaica Avenue Brooklyn, N. Y.
Between Pennsylvania and Sheffield Avenues

JOHN HEVERIN

HORSE
SHOER

St. Nicholas and Myrtle Avenues Brooklyn, N. Y.
Telephone 91 W Bushwick

Branch Shop: Metropolitan Avenue, Near Furman Avenue, Middle Village, L. I.

MICHAEL PETERS

PRACTICAL
HORSE SHOER

570 Kent Avenue Brooklyn, N. Y.
Between Clymer and Taylor Streets

All Horses Promptly and Carefully Shod

ADVERTISEMENTS OF UNION HORSE SHOERS

JOHN DEMPSEY

PRACTICAL
HORSE SHOER

744 and 746 Metropolitan Avenue Brooklyn, N. Y.
340 Graham Avenue

Special Care Taken of Lame and Interfering Horses
Horses Sent For and Taken Home

JOHN MAXWELL

PRACTICAL
HORSE SHOER

Ellery Street Brooklyn, N. Y.
Near Sumner Avenue

Careful Attention Given to Lame and Interfering Horses
Horses Sent For and Returned

JOHN CANAVAN

PRACTICAL
HORSE SHOER

57 Greenpoint Avenue Blissville, L. I. City, N. Y.

JAMES CANAVAN

HORSE SHOEING
ESTABLISHMENT

202 Greenpoint Avenue Brooklyn, N. Y.

Horses Sent For and Returned
With Care

Horses Shod With Care, Neatness and Dispatch

J. P. MANAHAN

HORSE
SHOER

Wyckoff Ave., near Myrtle, Borough of Queens, N.Y.
Near Welz & Zerweck's Brewery

J. MUNZ

HORSE SHOER

919 Grand Street Brooklyn, N. Y.
Near Catharene Street

Telephone 557 Williamsburgh

JOHN ROONEY

HORSE
SHOER

116 Jackson Avenue Long Island City, N. Y.
Telephone 1827 L Greenpoint
See that You Get the Union Label
Union JHU Label

CHAS. DEVOE

PRACTICAL
HORSE SHOER

Grand Street Maspeth, Long Island, N. Y.

Established One Hundred and Twelve Years

The Smith-Worthington Co.

Most extensive Manufacturers in the world of

TRUCK, EXPRESS AND HACK
HARNESS :: HORSE CLOTHING

40 Warren Street, New York City — Factory, Hartford, Conn.

John O'Connell

PRACTICAL
HORSE SHOER

First-Class work Guaranteed. Pads, Lame, Interfering and Forging Horses a Specialty

17th Street and Neptune Avenue — Coney Island
New York

D. Herlihy

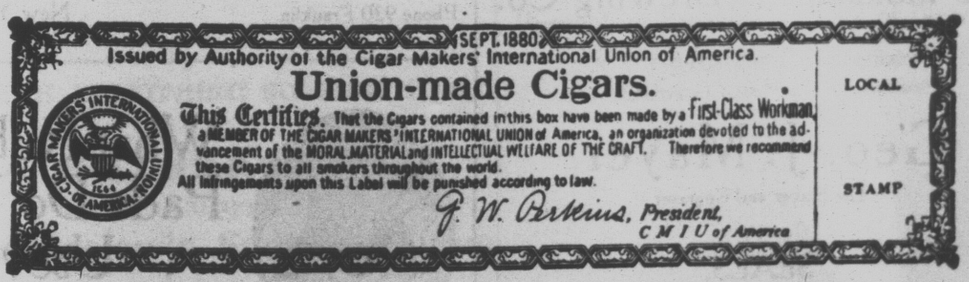
PRACTICAL
HORSE SHOER

First-Class Work Guaranteed

325 41st Street, near 3d Avenue — Brooklyn, N. Y.
Telephone 481 J Bay Ridge

Union Teamsters, Always Demand

This Union Label


SEPT. 1880
Issued by Authority of the Cigar Makers' International Union of America.
Union-made Cigars.
This Certifies That the Cigars contained in this box have been made by a First-Class Workman, a MEMBER OF THE CIGAR MAKERS' INTERNATIONAL UNION of America, an organization devoted to the advancement of the MORAL, MATERIAL and INTELLECTUAL WELFARE OF THE CRAFT. Therefore we recommend these Cigars to all smokers throughout the world.
All Infringements upon this Label will be punished according to law.
P. W. Perkins, President, C M I U of America
LOCAL
STAMP

WHEN BUYING YOUR CIGARS

SEE THAT IT IS ON THE BOX.

F. W. CARPENTER, President R. W. COMSTOCK, Vice-President and General Manager
E. M. WHEELER, Secretary and Treasurer

Rhode Island Perkins Horse Shoe Co.

Manufacturers of

PERKINS HORSE AND MULE SHOES
AND TOE CALKS

PROVIDENCE, R. I., U. S. A.

Office at Providence, R. I. Works at Valley Falls, R. I.

Established 1855

SLINGERLAND & CO.

Incorporated 1903

HAY, STRAW AND GRAIN

Barge "Harvest Queen" at West 35th Street Pier. All Railroad Terminals
601 West 33d Street, New York City

HORACE L. INGERSOLL, President and Secretary. HERBERT INGERSOLL, Vice-Pres. and Treasurer

Established 1854

Horace Ingersoll Company

Incorporated 1904

SHIPPERS :: RECEIVERS :: DISTRIBUTERS :: GRAIN ELEVATOR AND HAY WAREHOUSE
Farm to Stable One Profit Only. Private Track from Railroad to Our Establishment

640, 642, 644 West 34th Street, New York

Duesseldorfer

is a bottled beer

It received the highest awards ever granted to any malt product. Grand Prize exclusively at St. Louis and Paris Expositions. If you want to know about it write to

The Indianapolis Brewing Co.

Auto, Carriage & Bicycle Tires

WHOLESALE AND RETAIL

Bargains in New and Seconds Tires. American and Foreign Tires Repaired and Recovered. Work guaranteed.

W. M. SHARPE, 118 West Broadway
Phone 920 Franklin New York City

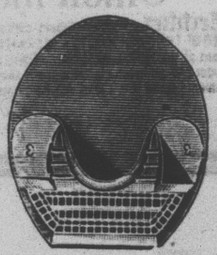
Geo. J. Mayer

Die Sinker and Engraver

SEALS,
STENCILS AND RUBBER STAMPS

Badges, Checks, Steel Stamps,
Burning Brands, Etc., Etc.

36 South Meridian Street Indianapolis, Ind.
Telephones 1386



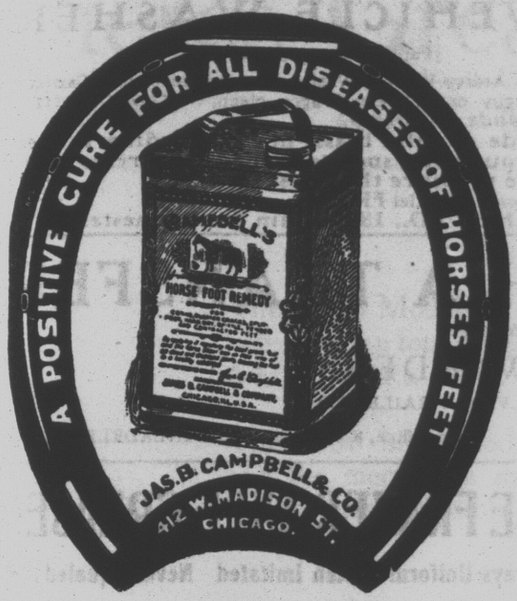
THE GEM

What Rubber Pads Do You Use?

Those made by

Consolidated Hoof Pad Company
18 Vesey Street, New York City

Are the Best At all Supply Houses



Chicago, Ill., January 11, 1904.

Jas. B. Campbell & Co.,
412 W. Madison St., Chicago, Ill.

Gentlemen: We, the undersigned members, private coachmen, members of the Chicago Coachmen's Benevolent Association, highly recommend **Campbell's Horse Foot Remedy**, and unhesitatingly advise its use by all coachmen, believing it the best remedy on the market. Yours truly,

T. H. Little	Fred Levey	H. Watson	R. C. Cook
A. R. Walters	J. Daniels	Wm. McHattie	W. Pearson
Wm. Fisher	J. Dunford	D. M. Kyle	J. J. Sheehan
	P. Utzig		

J. STODOLA, 149 Willis Avenue
Between 134th and 135th Sts., New York City

Teamsters' Gloves, Gauntlets and Mittens

from 19c to $2.00 a pair. Mail orders filled. Postage 5c. a pair extra. Union made overalls. Every article of guaranteed quality.

SEND FOR PRICE LIST

THERE IS NOTHING SO SOOTHING

AS

A MOTHER'S KISS

EXCEPT

Mrs. Winslow's Soothing Syrup

Millions of Mothers will tell you

It soothes the child.
It softens the gums.
It allays all pain.
It cures Wind Colic.
It is the best remedy for Diarrhoea.
It is absolutely harmless, and for sixty years has proved the best remedy for Children Teething.

Be sure you ask for
MRS. WINSLOW'S SOOTHING SYRUP,
And take no other.

BREEN'S PATENT ADJUSTABLE DERRICK
Greatest device in the world for hoisting pianos in and out of windows. Lifting harness and moving covers. Write for circulars and terms **Wm. H. Breen**, 170 Main St., Boston, Mass.

Independent Salt Co.

MAIN OFFICE

2 to 24 Taylor Street
Borough of Brooklyn City of New York

Telephone Call 2746 Wm'sburg
Exchange Connecting all Departments

WAREHOUSES

549 to 559 Smith Street
Brooklyn

Telephone Call, 640 Hamilton

332 East 103d Street
Manhattan Market

Telephone Call, 1136 79th Street

THE ARDREY VEHICLE WASHER

[Patented Aug. 15, 1905.]

With the Ardrey Vehicle Washer you can keep your Carriage, Auto, Buggy or Delivery Wagon clean, *without wetting your hands or clothes.*

Made of solid brass, fits any ordinary hose. Water constantly forcing itself through the sponge immediately removes all dirt and grit. Absolutely impossible to injure the finest finish.

Prepaid $3.00 Money back if not satisfactory. Booklet FREE.

ARDREY VEHICLE WASHER CO., 132a Main St., Rochester, N. Y.

THE PHILADELPHIA TRANSFER

C. G. DOWNING, Manager

FREIGHT FORWARDERS

Transfer Agents of the PENNSYLVANIA RAILROAD

VINE STREET

Main Office, 8 Walnut Street, PHILADELPHIA, PA

DEMAND THE OLD RELIABLE
FRAZER
AXLE GREASE
THIS IS JUST WHAT I SHALL DO AFTER THIS
MY FRIEND! YOU SHOULD USE FRAZER AXLE GREASE
TRADE MARK
SOLD EVERYWHERE
WILL WEAR TWICE AS LONG AS ANY OTHER," TRY IT!
USE THE BEST
TAKE NO OTHER

THE FRAZER AXLE GREASE

Always Uniform Often Imitated Never Equaled

No well-equipped stable should be without

Frazer Harness Oil - Frazer Harness Soap
Frazer Axle Grease - Frazer Stock Food
Frazer Axle Oil - - Frazer Hoof Oil

Frazer White Castile Harness Soap—"Fine as Silk"

FRAZER LUBRICATOR CO.

CHICAGO NEW YORK ST. LOUIS

The United Gas Improvement Co.

PHILADELPHIA, PA.

Standard Double Superheater
Lowe Water Gas Apparatus

Gas Analysis Apparatus **Bar Photometers**

SPECIAL RECORDING PRESSURE GAUGES

Pierce Great Arrow Cars

1906 MODELS

The 1906 Models of GREAT ARROW CARS will include a four cylinder 28-32 H. P. Car, selling for $4,000, and a 40-45 H. P. Car, selling for $5,000.

The 1906 body models and tops are new in design and the mechanism shows some new and interesting features—Notably direct drive on high speed.

The Geo. N. Pierce Co.

752-758 MAIN STREET

MEMBERS OF ASSOCIATION LICENSED AUTO MANUFACTURERS

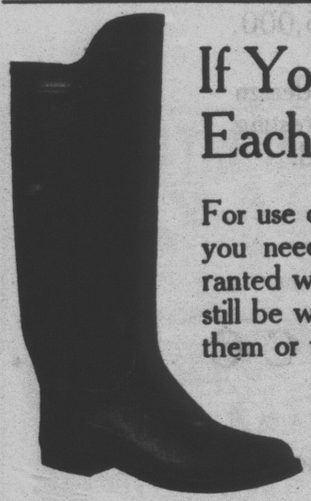
Cheltenham Press

PUBLISHERS, PRINTERS
BINDERS Century Building....INDIANAPOLIS

In purchasing Stable Blankets, ask for the Cooper Perfect Fitting Blanket, guaranteed to fit and give satisfaction. If your dealer does not keep them, write to us, and we will see that you are supplied.

FOND DU LAC AWNING & TENT CO.

Write for prices on Wagon Covers — FOND DU LAC, WIS.



If You Care to Save Ten to Fifteen Dollars Each Year, buy the **Rubberhide Boot**

For use on the washstand and wherever you need a watertight boot. It is warranted watertight. It can be resoled and still be watertight. Ask your dealer for them or write us.

Rubberhide Company
212 Essex Street
Boston

PORTABLE

DRY STORAGE

BATTERIES
AND
ELECTRIC
LAMPS

for Automobiles and other Vehicles

DURO—1400 Michigan Avenue, Chicago, Illinois

Established 1884
Incorporated 1902

Telephones { North 816 / Main 4545

The Illinois Carriage Lamp Co.

Manufacturers of High-Grade CARRIAGE, COACH AND HEARSE LAMPS. Old Lamps Repaired and Replated. Gold, Silver, Nickel, Brass and Copper Plating.

81 Illinois St. Between Wells & Franklin Sts. Fifth Floor Chicago

---

Union Made. : The best made, take no other. : Made by
CUTTER & CROSSETTE CHICAGO

GLOVES

UNION MADE

For TEAMSTERS
Linemen, Bridgemen and Railroadmen :: Write for mail order catalogue

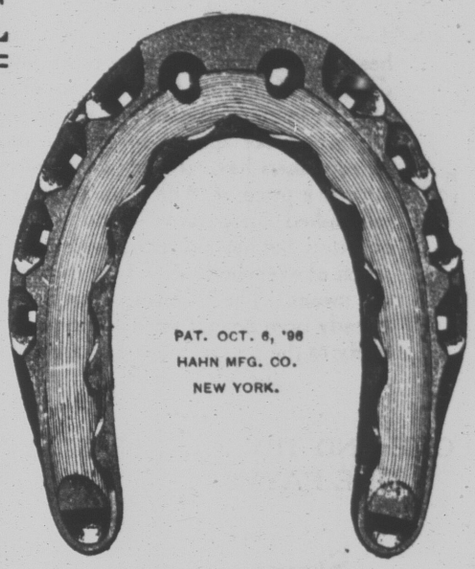
Chicago Glove & Mitten Co.

170 North Halsted Street — CHICAGO, ILL

THE HAHN

RUBBER HORSE SHOE

PROVED BEST OF ALL IN A CAREFUL PRACTICAL TEST OF ELEVEN YEARS



HORSES CAN NOT SLIP

if they wear this shoe. ¶ Positively prevents slipping or stumbling. ¶ Only patent rubber shoe that can be fitted to the horse's foot. ¶ Only rubber shoe that can be thrown into the fire, as rubber portion is detachable. In use since 1896. ¶ Write for illustrated circular and price list for the trade.

ORDER THROUGH YOUR BLACKSMITH

HAHN MANUFACTURING CO., 360-368 Grand St., New York City, N. Y.

Thirty-ninth Street Brooklyn Ferry

Office: Pier 2, East River

The New Steinway Vertegrand

has revolutionized the entire piano industry. While in form an upright piano, its tone possesses that wonderful, grand-like quality for which all other makers have striven in vain. Its attractive price, of $500, has not only established comparative piano values of today, but has also put it within the reach of everybody, even with moderate means. The thousands that have already been bought since its inception testify to the tremendous popularity of the Vertegrand.

COME AND TRY IT and BE CONVINCED
TIME PAYMENTS IF DESIRED

Steinway & Sons

Steinway Hall, 107 and 109 East Fourteenth Street
New York City

Subway Express Station at the Door

GET THE BEST

BUY

"Market Brand"

UNION MADE

OVERALLS, SHIRTS AND WORK PANTS

Return to dealer if seams rip or buttons come off.
Ask your dealer for "Market Brand"
Don't take "just as good"

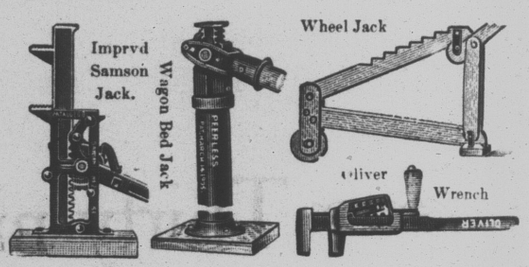
A. LEWIN & SON

MANUFACTURERS CHICAGO, ILL.

Illinois Watch Company

Springfield, Illinois

Manufacturers of the Highest Grade Timepieces on the Market



THE LARGEST MANUFACTORY OF

JACKS

IN THE UNITED STATES

SEND FOR CATALOGUE

OLIVER MFG. CO.

212 SOUTH DESPLAINES ST.
CHICAGO

THE HOUSEKEEPER
KNOWS THE COMFORT OF HAVING
—— ON HAND A SUPPLY OF ——

Borden's Eagle Brand Condensed Milk

¶ It can be used so agreeably for cooking, in coffee, tea and Chocolate. Lay in a supply for all kinds of expeditions. Avoid unknown brands.

BORDEN'S CONDENSED MILK COMPANY NEW YORK

Established 1868 Incorporated 1895

Beakes Dairy Co.

Producers, Wholesale and Retail Dealers in

MILK AND CREAM

Manufacturers of

CONDENSED AND EVAPORATED MILK

Special Attention Given to Supplying Hotels and Private Families. Shipped to Any Point by Boat or Rail.

BOTTLED MILK A SPECIALTY

206 East Twelfth St. New York City

Branches: 429-431 West Fifty-Third Street
1311 Amsterdam Avenue

OUR FRIENDS

Lion Brand Condensed Milk

Lion Brand Evaporated Cream

BEST MADE
SAVE THE LABELS
SEND FOR BOOKLET

91 Hudson Street New York City

Mutual Milk & Cream Co.

Incorporated 1898

Pasteurized Milk

Direct Receivers of

Fine Dairy Products

Bottling Done at All Plants

Main Office: 214, 216, 218, 220, 222 and 224 East Twenty-Second Street, New York City
Telephone Connection

BRANCHES

322-326 East 103d Street — 321-325 East 102d Street
1353 Amsterdam Avenue — 60 Lawrence Street
604-608 East 142d Street, Bronx

Established 1873 Incorporated 1888

Howell Condensed Milk and Cream Co.

GOSHEN, N. Y.

New York Office 2 Hudson Street
Telephones 5987 and 5988 Franklin

Manufacturers and Wholesale Dealers in

Condensed Milk (Unsweetened)
Cream, Milk, Buttermilk
Pot Cheese

Received Highest Award and Medal World's Columbian Exposition, 1893

Store House:
Provost Street, between Twelfth and Thirteenth Streets
Jersey City, N. J. Telephone 1433

Milk : Cream : Butter
Eggs
Condensed Milk

Thorndale Farms

901 Sixth Avenue New York City

The Best of Everything in the Dairy Line

Clover Farms Co.

L. L. CAMPBELL, President

Farms Located in Orange Co., N. Y.

228 Broadway New York City

Branch: 2123 Broadway
Telephone 641 Riverside

ORANGE COUNTY MILK ASSOCIATION

Manufacturers, Wholesale and Retail Dealers in

CONDENSED AND EVAPORATED MILK :: CONSUMERS CONDENSED MILK

ALSO BOTTLERS OF STRICTLY PURE FRESH MILK

146-148 West 25th Street New York
Brooklyn Office, 421-423 Classon Avenue
Harlem Office, 104-106 East 126th Street

Organized in 1842
Incorporated in May, 1860

New York Telephone, 30 Madison Square
Brooklyn Telephone, 1617 Bedford

For that thirst, think first and
drink

The Louis Bergdoll Brewing Company's Beer

On tap and
in bottles at all
first-class saloons
and cafes

Boston Suburban Express and Parcel Company

58-60 Batterymarch Street — 85-87 Broad Street

BOSTON, MASSACHUSETTS

Trunks, Packages and General Merchandise

COLLECTED AND DELIVERED IN ALL PARTS OF

Boston	Dorchester	Newton Centre	West Roxbury
Chelsea	Newton	West Newton	Cambridge
Medford	Wakefield	Jamaica Plain	Malden
Somerville	Auburndale	Brookline	Roxbury
Arlington	East Boston	No. Cambridge	Winthrop

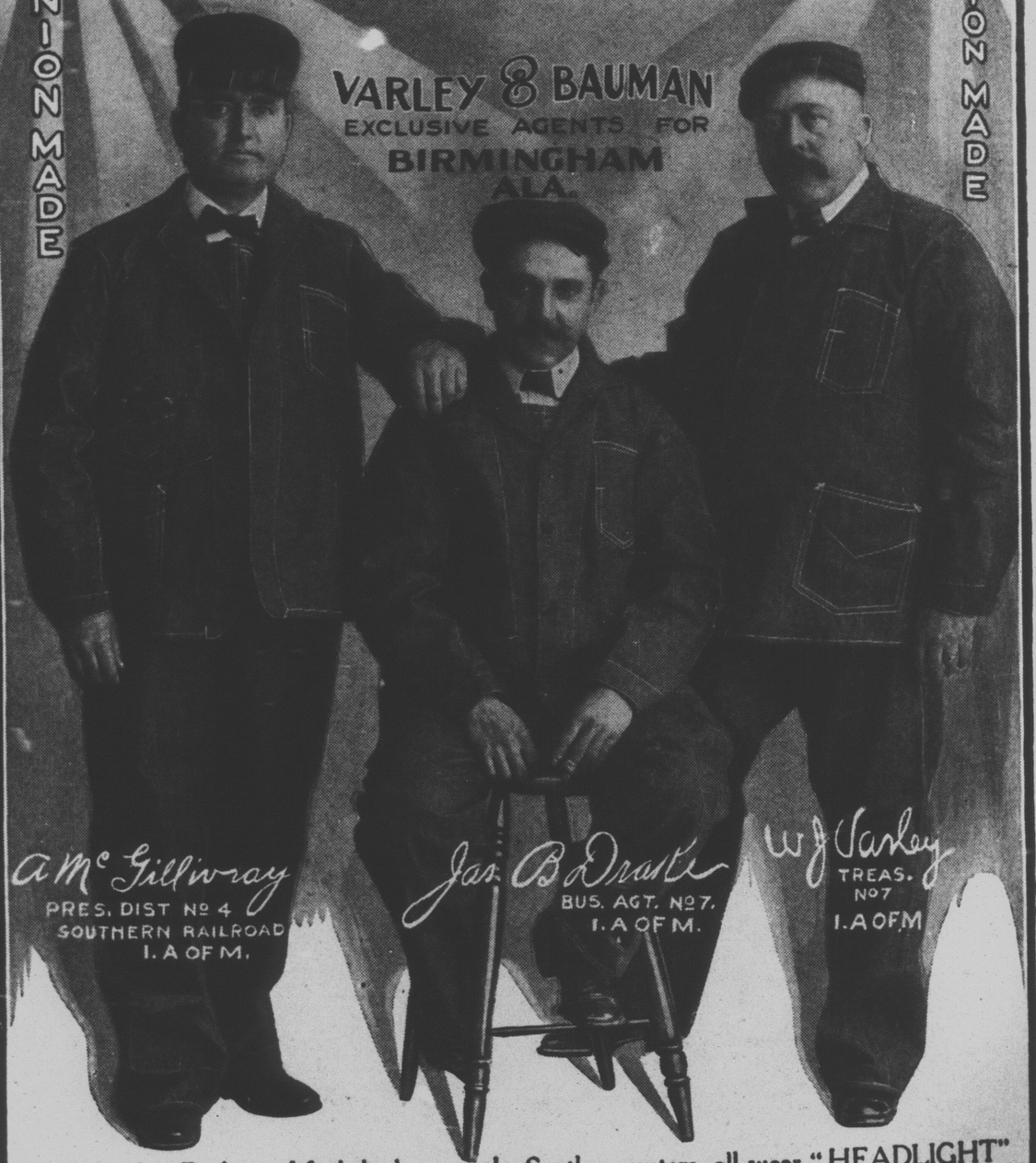
CARLOAD SHIPMENTS OF PACKAGE FREIGHT DISTRIBUTED
TRAFFIC INTERCHANGE WITH EXPRESSES TO
ALL PROMINENT POINTS

HEADLIGHT OVERALLS

UNION MADE

UNION MADE

VARLEY & BAUMAN
EXCLUSIVE AGENTS FOR
BIRMINGHAM
ALA.



"Say Drake! I find the boys on the Southern system, all wear "HEADLIGHT" Overalls. They certainly give satisfaction." A. McGILLIVRAY.

"I'll tell you Mac! I always recommend the "HEADLIGHT" as it pleases everybody." J. B. DRAKE.

"Well boys! I have sold many a pair of Overalls but have never found any of them to please my customers like the "HEADLIGHT" does." W. J. VARLEY.

LARNED CARTER & CO.

DETROIT MAKERS MICH.